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Tuolumne County

Regional Transportation Plan

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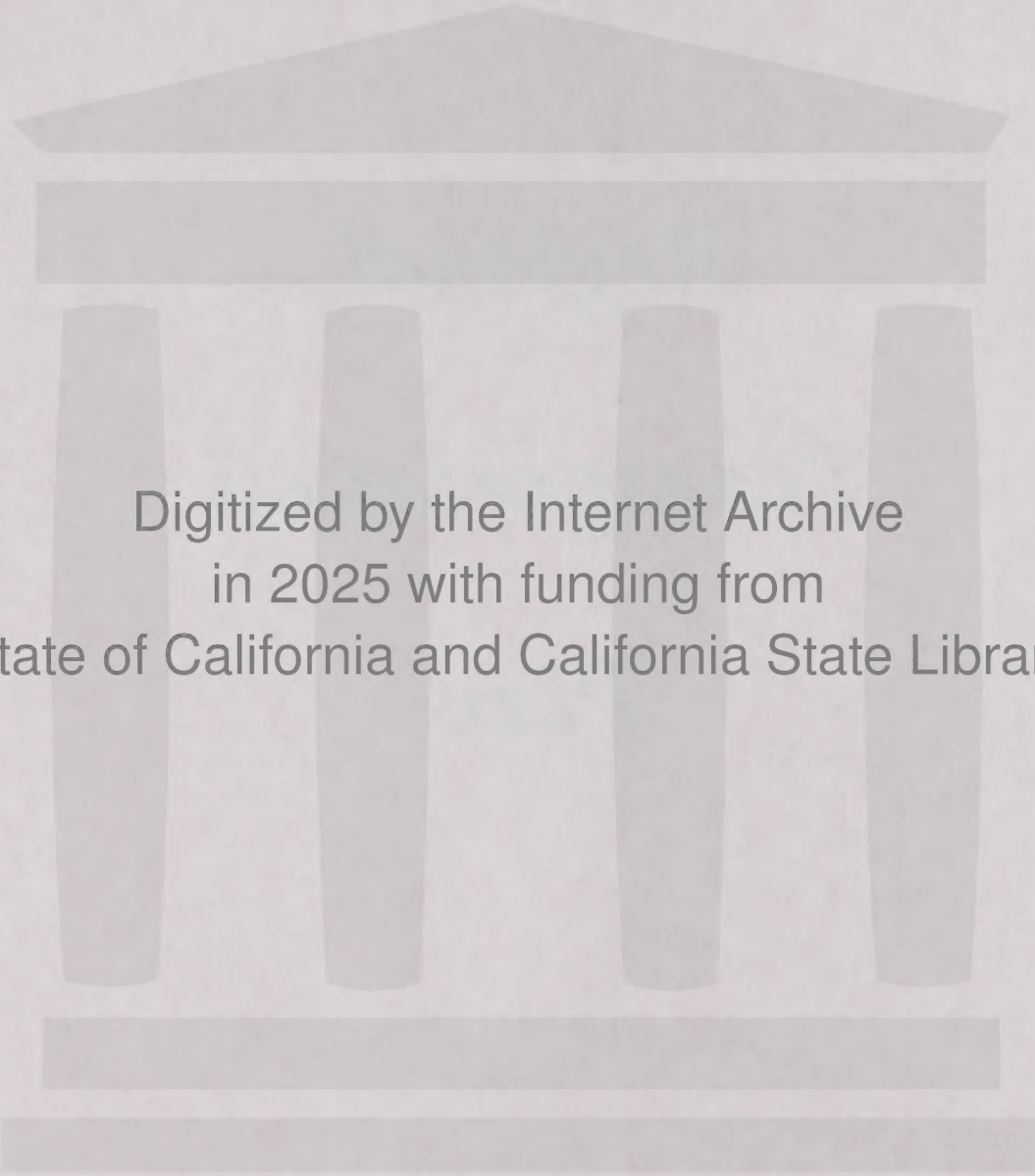
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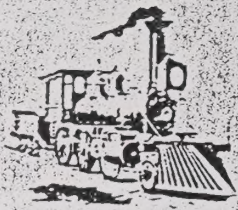
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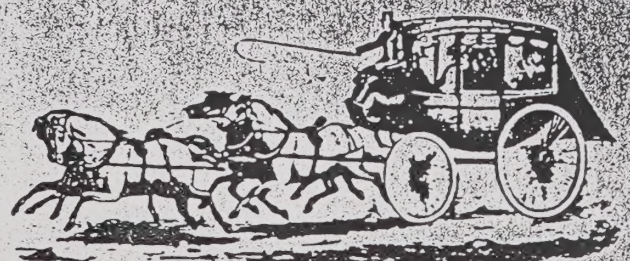
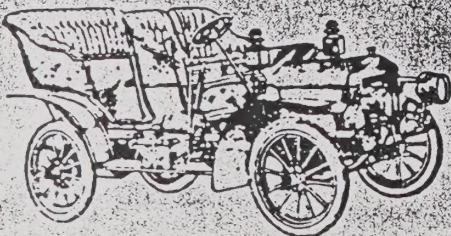


TUOLUMNE COUNTY



Regional Transportation Plan

1986



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TUOLUMNE COUNTY

REGIONAL TRANSPORTATION PLAN

Prepared by:

TC/CAPC Technical Advisory Committee

&

TC/CAPC Citizen's Advisory Committee

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TUOLUMNE COUNTY REGIONAL TRANSPORTATION PLAN

TABLE OF CONTENTS

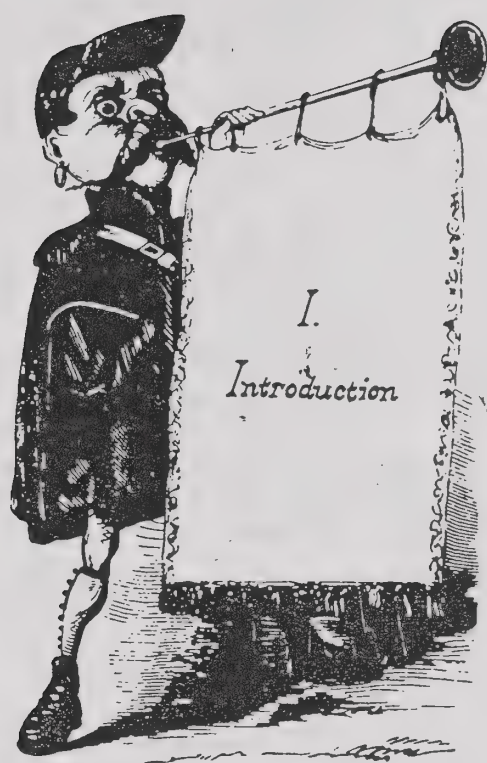
	<u>PAGE</u>
I. Introduction.....	1
A. Geographic, Demographic & Socioeconomic Data.....	2
B. Transportation Planning Process.....	8
C. Goals, Objectives & Policies.....	12
II. Aviation Element.....	13
A. Inventory.....	13
B. Issues.....	14
C. Objective & Policies.....	14
D. Past Plan Accomplishments.....	15
E. Future Actions.....	15
F. Financial.....	16
III. Non-Motorized Element.....	22
A. Inventory.....	22
B. Issues.....	23
C. Objective & Policies.....	23
D. Past Plan Accomplishments.....	24
E. Future Actions.....	24
F. Financial.....	25
IV. Social Service Transportation (Paratransit) Element...	33
A. Inventory.....	33
B. Issues.....	34
C. Objective & Policies.....	35
D. Past Plan Accomplishments.....	36
E. Future Actions.....	36
F. Financial.....	37
V. Public Transportation Element.....	41
A. Inventory.....	41
B. Issues.....	43
C. Objective & Policies.....	44
D. Past Plan Accomplishments.....	44
E. Future Actions.....	45
F. Financial.....	46

VI. Rail Element.....	51
A. Inventory.....	51
B. Issues.....	51
C. Objective & Policies.....	52
D. Past Plan Accomplishments.....	53
E. Future Actions.....	53
F. Financial	53
VII. Streets & Highways Element.....	55
A. Inventory.....	55
B. Issues.....	58
C. Objective & Policies.....	61
D. Past Plan Accomplishments.....	62
E. Future Actions.....	65
F. Financial.....	67
VIII. Transportation System Management Element.....	90
A. Inventory.....	90
B. Issues.....	90
C. Objective & Policies.....	90
D. Past Plan Accomplishments.....	91
E. Future Actions.....	91
F. Financial.....	92
IX. Goods Movement Element.....	93
A. Inventory.....	93
B. Issues.....	95
C. Objective & Policies.....	96
D. Past Plan Accomplishments.....	96
E. Future Actions.....	97
F. Financial.....	97
X. Environmental Impact Report.....	100

Appendix

FIGURES

I-1	- Tuolumne County Location Map.....	5
I-2	- Tuolumne County.....	6
I-3	- Regional Areas.....	7
I-4	- LTC Organizational Structure.....	9
II-1	- Columbia Airport Layout Plan.....	19
II-2	- Pine Mountain Lake Airport Layout Plan.....	20
II-3	- Tuolumne County Airports Improvement Program.....	21
III-1	- Tuolumne County Bicycle & Pedestrian Projects (Advisory List).....	28
III-2	- Tuolumne County Bicycle Route System.....	31
III-3	- Tuolumne County Bicycle Route System (Enlarge- ment).....	32
IV-1	- Needs Met by Existing Social Services Transpor- tation.....	39
V-1	- Needs Met by Existing Public Transportation.....	50
VI-1	- Sierra Railroad Location.....	54
VII-1	- Tuolumne County Road Classification Map.....	74
VII-2	- Tuolumne County Road Classification Map.....	75
VII-3	- Tuolumne County Road Classification Map.....	76
VII-4	- City of Sonora Street Classification Map.....	77
VII-5	- Central Sierra Planning Area - Scenic Highways.....	78
VII-6	- City of Sonora Short & Long Range Street Im- provement Plan.....	79
VII-7	- County of Tuolumne Short & Long Range Road Im- provement Plan.....	82
VII-8	- State of California Short & Long Range Highway Improvement Plan.....	86
VII-9	- City of Sonora Street Revenue Estimates.....	88
VII-10	- County of Tuolumne Road Revenue Estimates.....	89
IX-1	- Sierra Railroad Company Revenue Carloads.....	98
IX-2	- Tuolumne County Public Utilities and Services.....	99



I. INTRODUCTION

The purpose of the Regional Transportation Plan (RTP) is to have transportation play a constructive role in achieving regional goals and objectives. This is true in all areas where transportation facilities and services impact the lives of residents and visitors to our County. The importance of a coordinated and balanced transportation system that reflects the characteristics and needs of our County cannot be over-emphasized. To this end, the 1986 RTP attempts to focus on the major transportation needs facing Tuolumne County and broadly outlines a process by which future solutions and direction can be found.

While not as important as the content of such a plan, it is important to note that this update to the RTP has been organized using a different format than that used in past years. Prior to 1986, Tuolumne County RTP's had been organized in four basic sections or elements: policies, actions, financial and environmental impact report. While this four element format met all statutory content requirements, it had also made it unnecessarily difficult and sometimes confusing to extract related policies and actions from the RTP. In an attempt to remedy these problems, the 1986 RTP has been developed using the transportation model approach as illustrated on the preceding Table of Contents. This new model format also meets the statutory content requirements for RTP's while providing local officials with a final product which should be easier to read and understand.

A. GEOGRAPHICS, DEMOGRAPHICS & SOCIOECONOMIC DATA

Geographic Data

The County of Tuolumne is located in the foothills of the Sierra Nevada mountain range in what has been traditionally called the Mother Lode area of California (See Figure I-1). The County is bordered on the north by Calaveras County, on the south by Mariposa and Madera Counties, on the west by Stanislaus County and on the east by Alpine and Mono Counties. Tuolumne County is approximately 2,217 square miles in area of which 78% is owned by government agencies. Found within the County's borders are portions of the Stanislaus National Forest and Yosemite National Park. Elevations rise from approximately 400 feet above sea level on the western edge of the County to 11,467 feet above sea level at Sonora Peak in the Sierra Nevada mountain range on the eastern edge of the County (See Figure I-2).

Demographic Data

Since 1980, the population of Tuolumne County has increased at an average annual growth rate of 3.5%. The January 1, 1986 Department of Finance population estimate for Tuolumne County is 41,700 (4,150 City of Sonora + 37,550 Unincorporated County). Department of Finance population projections for 1990 through 2020 are as follows:

1990	49,500
1995	57,700
2000	64,600
2005	69,900
2010	75,200
2015	80,600
2020	85,900

According to the 1980 census, the elderly (60 years of age and over) comprise approximately 19.8% of the County's total population. Handicapped persons are estimated to constitute 5.5% of the population while persons confined to wheelchairs represent a rate of 2.5 per 1,000 population (California Association of the Physically Handicapped).

For the purpose of the 1986 TDP and this update of the RTP, the following demographic analysis has been prepared for the six major regions of the County illustrated on page 7 (i.e. Sonora, Columbia, Jamestown, Tuolumne, Groveland and Eastern Tuolumne County).

Sonora Region. The Sonora area, including East Sonora, is experiencing intensive development and growth pressures. It is the commercial hub of the County with businesses serving the resident population and the tourist trade. The largest

concentration of population in the County is also in the Sonora region. There has been an increase in both single-family housing and multiple-family housing. Future growth is anticipated to remain at a high rate, increasing the demands on an already overstressed transportation system.

Columbia Region. The Columbia area has experienced rapid growth, though not to the same extent as Sonora. Development has been centered around the Columbia townsite and the major transportation routes (eg. Highway 49 and Parrotts Ferry Road). Development has included some commercial as well as a mix of residential housing (single-family homes, mobilehomes, townhouses). Columbia Junior College attracts many to the area and the dormitory facilities are being expanded. The Columbia State Historic Park draws numerous tourists and contributes to the increased demand on local roads. Columbia Airport is located west of the townsite.

Jamestown Region. The Jamestown area has, along with the rest of the County, grown in both commercial facilities and residential housing (including single-family dwellings and a mobilehome park). The Jamestown townsite continues to be a tourist attraction. The western part of the region remains primarily large parcels utilized for cattle ranching. Mixed in the region is some industrial growth, most notably Ultra-power and Sonora Mining Corporation. The major transportation routes are Highway 108, 120 and 49. There is a tremendous amount of through traffic bound for Sonora, the Stanislaus National Forest and Yosemite National Park.

Tuolumne Region. The Tuolumne region is experiencing many of the same growth and development pressures as the rest of the County. Tuolumne Road is the major transportation route and has had commercial and industrial growth around it, especially close to the Sonora area. Many of the region's large parcels have been split or subdivided for residential development. However, the Tuolumne City townsite has not had significantly high growth.

Groveland Region. The Groveland area has traditionally been more sparsely populated than other parts of the County, as well as having less services available to its residents. Though this remains true, the region has experienced growth and development pressures in recent years. New residential housing has been constructed, most of it in the Pine Mountain Lake subdivision. Some commercial development has accompanied this growth in population. Highway 120 remains the major transportation route and is an important access road for vacationers bound for Yosemite National Park and other recreation areas. Vacationer oriented businesses are an integral component of the economy and new or expanded commercial facilities are planned or under construction.

Eastern Tuolumne County Region. The Eastern Tuolumne County area encompasses such communities as Twain Harte, Mi-Wuk Village, Confidence, Long Barn and Strawberry. Commercial growth has been limited and centered along Highway 108. Residential growth has been at a high rate with much of the development oriented towards second homes and/or retirement homes. Vacationers have been drawn in ever increasing numbers to the mountainous high country during the summer for hiking, swimming, fishing, hunting and other activities and during the winter for skiing at the newly expanded Dodge Ridge ski resort. The combination of increased residential development and increased tourism is generating a greater demand on the transportation system.

Socioeconomic Data

Government, services and retail trade combine for nearly 75% of the wage and salary employment within Tuolumne County. The overall distribution of wage and salary employment in Tuolumne County can be broken down as follows (California Department of Commerce - 1983 Industry date):

Agriculture	0.4%
Government	30.1%
Services	23.8%
Finance, Insurance & Real Estate	4.8%
Retail Trade	21.0%
Wholesale Trade	1.9%
Transp., Communications & Utilities	6.0%
Manufacturing	5.6%
Construction	5.6%
Ag. Serv., Forestry, Fish & Other	Not available
Mining	Not available

The unemployment rate in Tuolumne County has steadily decreased since 1982. A breakdown of the County's unemployment rate history is shown below (California Economic Development Department):

	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>
July	13.8%	12.3%	10.8%	10.3%	7.7%
December	23.9%	18.0%	13.4%	11.3%	9.0%

FIGURE I-1

TUOLUMNE COUNTY LOCATION MAP



FIGURE 1-2

FIGURE 1-2

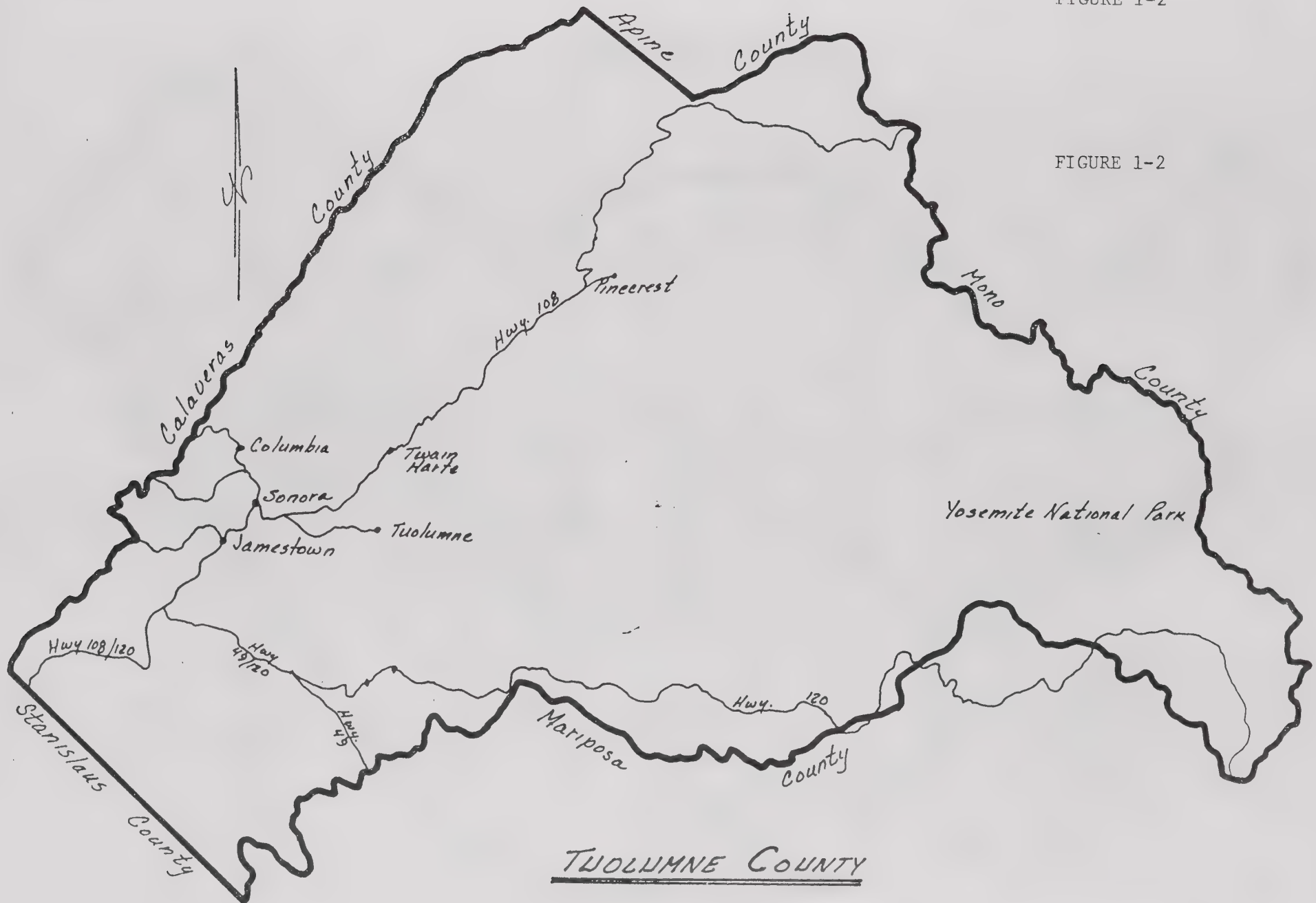
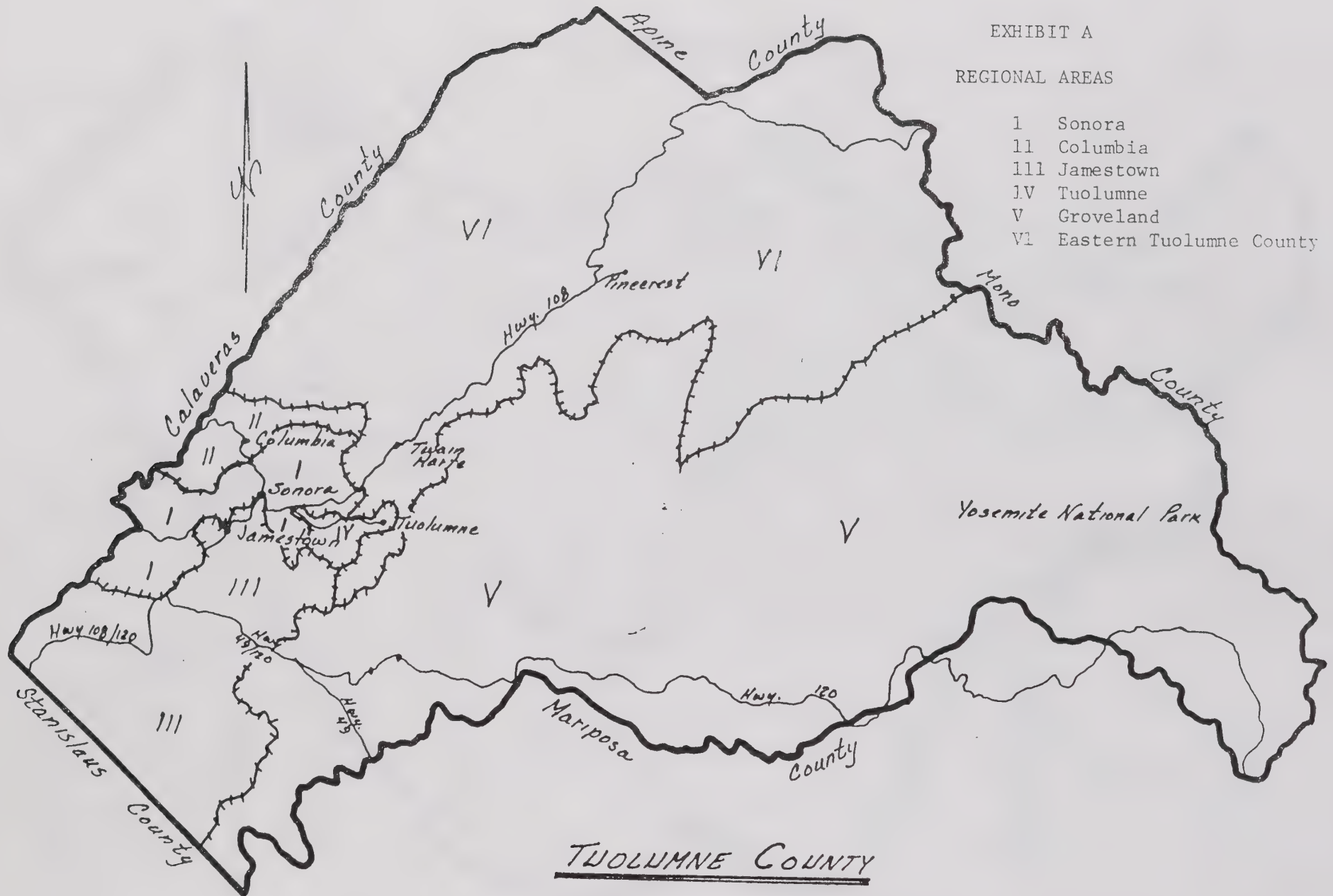


EXHIBIT A

REGIONAL AREAS

- 1 Sonora
11 Columbia
111 Jamestown
1V Tuolumne
V Groveland
VI Eastern Tuolumne County



B. TRANSPORTATION PLANNING PROCESS

Structure

Tuolumne County & Cities Area Planning Council (TC/CAPC).

The TC/CAPC is comprised of two members from the Board of Supervisors, two members from the Sonora City Council and one citizen at-large member voted in by a majority of the Board and Council TC/CAPC members. The TC/CAPC is intended to act as the lead planning and administrative agency for transportation projects and programs in Tuolumne County. It is hoped that the coordinated efforts of City, County and State officials and their technical staff through the TC/CAPC will bring about positive improvements to the overall County transportation network.

Policy Advisory Committee (PAC). The PAC is intended to be an advisory committee to the TC/CAPC on all policy matters relating to the regional transportation planning process and to the development of the regional transportation plan.

Membership of the PAC consists of the members of the TC/CAPC and the Caltrans, District 10 - Director of Transportation. Rather than hold separate meetings, it has been the practice of the TC/CAPC to serve a dual role as both the PAC and TC/CAPC at its regularly scheduled meetings. The Caltrans District 10 - Director of Transportation can comment and lead discussion at TC/CAPC meetings, but does not have a vote on matters before the TC/CAPC.

Technical Advisory Committee (TAC). The TAC is the clearinghouse and technical review body for all items which come before the TC/CAPC. Membership of the TAC consists of the TC/CAPC Executive Secretary, the County Planning Director, the Director of the County Transportation and Engineering Services (TES) Department, the County Airport Manager, the City Administrator, the City Planner, the City Engineer, the Caltrans, District 10 - Transportation Planner and the area California Highway Patrol (CHP) Commander. Other City, County and Caltrans staff members do attend and participate in TAC meetings.

Citizens Advisory Committee (CAC). The CAC is intended to be an advisory committee to the TC/CAPC on all matters relating to the regional transportation system. While TC/CAPC staff services are available to the CAC, it is an independent committee which provides input directly to the TC/CAPC. Membership of the CAC consists of eight total members with staggered four year terms. The Sonora City Council appoints two members and the Tuolumne County Board of Supervisors appoints six members.

CITY OF SONORA

COUNTY OF TUOLUMNE

TUOLUMNE COUNTY
LOCAL TRANSPORTATION COMMISSION

POLICY ADVISORY COMMITTEE

DISTRICT 10
CALTRANS

EXECUTIVE SECRETARY

CITY OF SONORA
SUPPORT SERVICES

COUNTY OF
TUOLUMNE
SUPPORT SERVICES

CITIZENS
ADVISORY
COMMITTEE

TECHNICAL
ADVISORY
COMMITTEE

Major Planning Functions

Regional Transportation Plan (RTP). AB69 (1972) added Chapter 1253 to the California statutes which established the California Department of Transportation (Caltrans) and required the development of statewide and regional transportation plans. The process and form to be utilized in developing such plans was later refined by requirements contained in AB402 (1977). The initial RTP for Tuolumne County was adopted in 1975 and subsequent updates were prepared in 1976, 1977, 1978, 1980, 1982 and 1984.

The Tuolumne County RTP is designed to be the base document for all transportation planning in the County. As required by AB402 (1977), the RTP is updated biennially and establishes policy direction for all transportation projects and programs in the County. Once the RTP is adopted, the "Future Actions" outlined in the plan are implemented by the respective local and state agencies as staffing, funding and work priorities permit.

The 1986 RTP has been prepared in a manner consistent with Section 65302(b) of the California Government Code so that it could also serve as the Circulation Element to the Tuolumne County General Plan. Section 65302(b) requires circulation elements to consist of: "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the land use element of the (general) plan." Before qualifying as the County Circulation Element, the plan shall be reviewed by the County Planning Commission and then approved by the County Board of Supervisors.

Transit Development Plan (TDP). The TDP is a five year planning document which inventories existing public and social service transit systems, attempts to determine the adequacy of existing transit services and outlines an action plan for the development of area transit systems. While the TC/CAPC is not specifically required to prepare a TDP, it is imperative that the TC/CAPC do so. This document is invaluable in forming the basis of the TC/CAPC's annual findings regarding "unmet transit needs" within the County. It is also important to note that the TDP is referenced on several occasions in the RTP as a major source of future direction with respect to both social service and public transportation service. The general references made allow future actions recommended in annual updates of the TDP to be considered part of and therefore consistent with the RTP which is updated biennially.

Overall Work Program (OWP). The OWP outlines the TC/CAPC's work plan for a given year and is its primary means of securing funding and staffing in order to create, implement and expand upon those policies and actions outlined in the RTP. Maintaining an up-to-date OWP is critical to the TC/CAPC's functioning as the regional transportation planning agency.

Proposed State Transportation Improvement Program (PSTIP) Comments. As called for in AB402 (1977), the TC/CAPC is required to submit its comments related to the annual PSTIP prepared by Caltrans. The PSTIP is Caltrans' perception of how the California Transportation Commission's annual STIP - 5 year highway improvement program should be developed. PSTIP comments and annual STIP hearings are the County's major means of influencing Tuolumne County highway projects contained in the CTC's final STIP.

Major Administrative Functions

Administration of Transportation Development Act (TDA) Funds. The TC/CAPC is responsible for the allocation, payment and proper record keeping associated with TDA and its funding mechanisms. TDA addresses two major funding sources: the Local Transportation Fund (LTF) and State Transit Assistance Fund (STAF). These funds can be utilized by the City of Sonoma and County of Tuolumne for transportation planning, expenses related to administering TDA, pedestrian and bicycle facilities, transit systems and/or for streets and roads projects.

Oversight of County Urban Mass Transportation Administration (UMTA) Grants. The TC/CAPC is also responsible for the general oversight and coordination of UMTA Section 16(b)(2) and UMTA Section 18 grant projects generated from within the County. These grants provide funding for capital and/or operating costs associated to both elderly/handicapped (specialized) and public transportation programs. The TC/CAPC reviews such grants in order to make several findings related to the type of clientele being served by each program, the extent to which such programs have coordinated services with other transportation providers and whether or not the services provided are consistent with the RTP.

C. GOALS, OBJECTIVES & POLICIES

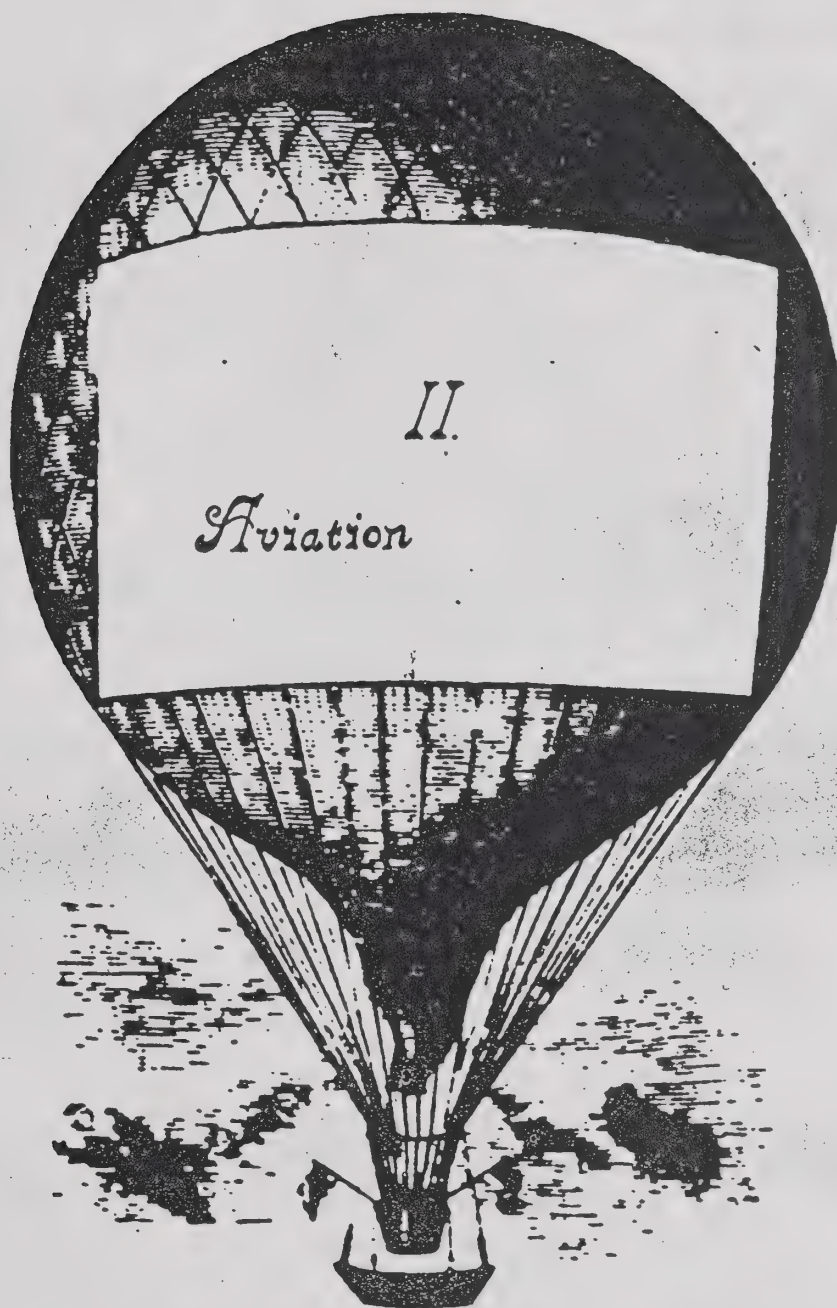
The purpose of goals, objectives and policies is to provide the framework which specifies how certain actions should be formulated. Each has its own definitive purpose in guiding decisions which can be described as follows:

- * A GOAL is the end toward which effort is directed. It is general and timeless, but theoretically attainable.
- * An OBJECTIVE is more precise and is capable of both attainment and measurement.
- * A POLICY is a course of action that guides both present and future decisions.

Transportation is the basic support system which provides mobility to sustain social, economic and recreational activities in Tuolumne County. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions such as safety hazards, long delays, air pollution and unnecessary energy consumption. The goals, objectives and policies in this plan are intended to guide the development of a transportation system which will maintain and improve the quality of life in Tuolumne County. In response to this aim, the TC/CAPC has identified the following as its overriding goal:

"Enhance the life style of the people of Tuolumne County through an adequate, safe, efficient, economically feasible transportation system, consistent with the social, cultural, economic and environmental needs of the County."

There are eight objectives contained in this plan, one for each of the model elements to follow. Extending from each objective are the policies, future actions and financial strategies aimed at attaining each model objective and ultimately the overriding goal of the TC/CAPC and this plan.



II. AVIATION ELEMENT

A. INVENTORY

General aviation needs in Tuolumne County are now met by two airports owned by the County of Tuolumne. They are Columbia Airport, located near the town of Columbia and Pine Mountain Lake Airport, located near the town of Groveland (See Figures II-1 and II-2).

Columbia Airport has 97 tie-downs and 75 hanger spaces for based aircraft and 49 tie-downs for transient aircraft. There are presently 170 aircraft based at the airport facilities. Total annual operations (takeoffs and landings) at the airport are estimated at 105,000. The airports runway length is 3,600 feet, with 1,200 feet of dirt overrun at the south end and 600 feet of paved overrun at the north end. One taxiway allows 450 feet of paved overrun to be used as a takeoff runway. The airport has a nondirectional beacon, instrument landing pattern and runway lights. Other services available at the airport include offices, automobile parking and an overnight aircraft camping park complete with recreation hall and restroom/shower facilities. It should also be noted that Columbia Airport is utilized as a major regional air attack base by the Department of Forestry. Improvements at the airport have been guided by the Columbia Airport Master Plan Report prepared in December 1978.

Pine Mountain Lake Airport has 54 tie-downs and 5 hangers for based aircraft and 9 tie-downs for transient aircraft. There are presently 55 aircraft based at the airport facilities. Pine Mountain Lake Subdivision is continuing to develop residences to hanger their personal aircraft on their own property. There are approximately 51 aircraft, over and above the "based" aircraft in this category. The airports runway length is 3,600 feet. The airport also has runway lighting. Other services available at the airport include offices, automobile parking, a coffee shop and restrooms. An airport master plan does not exist for Pine Mountain Lake Airport.

The California Department of Transportation, Division of Aeronautics (DOA) published the California Aviation System Plan, Volume II, in May of 1981. In it, DOA projects that there will be 294 aircraft based at Columbia Airport and 74 aircraft based at Pine Mountain Lake Airport by the year 1995. These projections appear to be very obtainable in the case of both airports.

In regards to stand alone heliports in Tuolumne County, only three officially designated facilities currently exist: 1) Bald Mountain - U.S. Forest Service; 2) Buck Meadows - U.S. Forest Service; and 3) Moccassin - City and County of San Francisco. None of these facilities are equipped for night time use.

B. ISSUES

1. Need for new master plans at Columbia and Pine Mountain Lake Airports. As stated in the inventory section, Columbia Airport has been utilizing a master plan prepared in 1978 as the basis for major improvements at that airport. Within the next one to two years, all improvements contained in that master plan will be completed. In consideration of the completion of the existing Columbia Airport Master Plan and the fact that such a plan does not exist for Pine Mountain Lake Airport, new ten year master plans should be prepared for both airports. Master plans are necessary to ensure proper development of these airports and as important resources for obtaining state and federal grant dollars.
2. Development of emergency heliports throughout Tuolumne County. There is a great need to provide emergency medical transportation by helicopter from remote areas of Tuolumne County to hospitals in Sonora and adjacent areas. Several problems are associated with developing such heliports. First is the matter of liability to both the property owner(s) and the entity sanctioning the use of the remote heliport(s). Second would be the establishment of proper protocols for the effective and safe use of such heliports. Third is the cost associated with constructing, operating and maintaining such heliports.

C. OBJECTIVE & POLICIES

Objective

Promote the planned development of aviation facilities in order to meet the general aviation and emergency medical transportation needs within Tuolumne County.

Policies

1. Support the development of the Columbia and Pine Mountain Lake airports in accordance with the "Airports Land-Use Policy Plan", the "Columbia Airport Master Plan" and the "Tuolumne County Airports Improvement Program".
2. Support the creation and/or expansion of capital improvement funds and sources for the Columbia and Pine Mountain Lake airports.

3. Encourage local agencies to make land use decisions that are compatible with land use policies and improvement plans for the Columbia and Pine Mountain Lake airports.
4. Support the continued existence of an Airport Enterprise Fund and the dedication of all revenues generated from airport properties and offices for use in funding airport operational and capital improvement costs.
5. Support the development of a plan aimed at creating a county-wide system of emergency heliports.

D. PAST PLAN ACCOMPLISHMENTS

1. 13 T-hangers and 5 corporate hangers were constructed at the Columbia Airport between 1984 and 1986.
2. Apron parking was increased and runway obstructions were removed at Pine Mountain Lake Airport between 1984 and 1986.
3. In FY 1985/86, the County of Tuolumne was awarded state and federal grants in the amount of \$790,000 for the construction of improvements at the Pine Mountain Lake Airport. These improvements which include 32 tie-downs, ramp lighting, taxiway maintenance, installation of a precision approach path indicator and the extension of runway overruns will be completed in FY 1986/87.
4. Several things have taken place regarding the development of a system of emergency heliports. First, a tentative list of potential heliport locations was constructed. Second, a draft protocol for use of such emergency heliports was written. Third, the matter of liability was discussed with the Tuolumne County Counsel's office and some progress was made on ways to minimize liability problems.

E. FUTURE ACTIONS

1. The County of Tuolumne will strive to complete those projects contained in the Columbia Airport Master Plan and the Tuolumne County Airports Improvement Program (see Figure II-3).
2. The County of Tuolumne will seek an AIP grant to fund the completion of new ten year master plans for the Columbia and Pine Mountain Lake airports.
3. The County of Tuolumne will coordinate with the Emergency Medical Services Agency in developing a workable plan which will create a county-wide system

of emergency heliports. This will include the specific task of obtaining night lighting for the Bald Mountain, Buck Meadows and Moccasin heliports.

F. FINANCIAL

The purpose of this section is to discuss the variety of financial programs available to fund airport improvements and then to establish what is likely to be received for such purposes.

1. Discussion of Funding Sources

- a. Federal Airport Improvement Program (AIP). This is the most common form of government grant aid to airports. The AIP program provides aviation-generated tax revenues for selected airport facilities and projects on a 90% Federal and 10% local matching basis. AIP grant selection criteria are weighed to favor projects at airports with a high number of based aircraft and daily operations.

- b. California Aid to Airports Program (CAAP). The CAAP program is made up of three parts: the Acquisition and Development Program, the Annual Grant Program and the California Airport Loan Program.

Acquisition and Development Program. Similar to the Federal AIP program, this State program provides grant funding for selected airport facilities and projects on a matching/share basis which is currently 90% State and 10% local. These grant dollars are allocated through the California Transportation Commission (CTC).

Annual Grant Program. Under this program, all public-owned and licensed airports in the State receive \$5,000 per year for grant-eligible capital improvement projects. The grants may be accumulated toward a large project or used as part of a local match for a Federal grant.

California Airport Loan Program. The purpose of this program is to assist public entities in the development of their airport facilities by making available special low interest loans from the State.

- c. Local Funds. Local funding is derived from two basic sources: airport-generated revenues and County General Fund transfers. Airport-generated revenues come from such sources as hanger rentals, tie-down fees, building rentals, land leases, gas concessions and landing fees.
- d. Private Development. Local developers and other

private interests have shown a willingness to make a variety of improvements at both of the County's airports.

2. Estimated Revenues

Changing State and Federal legislation and the unpredictability of AIP and CAAP grant programs make it impossible to accurately project airport revenues beyond one year. However, estimates have been made based on the most current information available from local airport officials, past grant receipt history and future grant expectations for both of Tuolumne County's public use airports.

a) County of Tuolumne - Columbia Airport

(in thousands)

	<u>AIP</u>	<u>CAAP</u>	<u>LOCAL</u>	<u>PRIVATE</u>	<u>TOTALS</u>
1986/87	\$ 0	\$ 5	\$ 151	\$ 0	\$ 156
1987/88- 1991/92	844	25	824	3,350	5,043
1992/93- 1996/97	750	25	905	500	2,180
TOTALS	\$1,594	\$55	\$1,880	\$3,850	\$7,379

b) County of Tuolumne - Pine Mountain Lake Airport

(in thousands)

	<u>AIP</u>	<u>CAAP</u>	<u>LOCAL</u>	<u>PRIVATE</u>	<u>TOTALS</u>
1986/87	\$ 512	\$221	\$102	\$ 0	\$ 835
1987/88- 1991/92	572	25	263	0	860
1992/93- 1996/97	450	25	250	0	725
TOTALS	\$1,534	\$271	\$615	\$ 0	\$2,420

3. Estimated Expenditures

Total expenditures are estimated at the same relative level as total revenues.

a) County of Tuolumne - Columbia Airport

(in thousands)

	<u>OPER/ADM</u>	<u>REHAB/ MAINT</u>	<u>CAP IMP</u>	<u>TOTALS</u>
1986/87	\$ 60	\$ 96	\$ 0	\$ 156
1987/88- 1991/92	\$300	752	3,991	5,043
1992/93- 1996/97	\$300	955	925	2,180
TOTALS	\$660	\$1,803	\$4,916	\$7,379

b) County of Tuolumne - Pine Mountain Lake Airport

(in thousands)

	<u>OPER/ADM</u>	<u>REHAB/ MAINT</u>	<u>CAP IMP</u>	<u>TOTALS</u>
1986/87	\$ 18	\$ 77	\$ 740	\$ 835
1987/88- 1991/92	\$ 90	135	635	860
1992/93- 1996/97	\$ 90	160	475	725
TOTALS	\$198	\$372	\$1,850	\$2,420

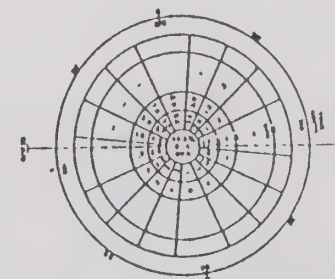
FIGURE II-1.

BUILDING AND FACILITY LEGEND	
1	ADMINISTRATIVE BUILDINGS, FBO & DEACON
2	SAINT DESSERVE
3	HEADQUARTERS
4	DECONTAMINATED CANALS & ROAD CANALS
5	DECONTAMINATED STORAGE BINS, QUANTITY BINS (DEP)
6	DECONTAMINATED OFFICES, QUANTITY BINS (DEP)
7	FOREST SERVICE BUILDING
8	FBO (DECONTAMINATED)
9	FIRE STATION
10	FUEL STORAGE
11	FURNITURE WAREHOUSE
12	CEMETERY
13	DECONTAMINATED
14	TRUCKS PARKING

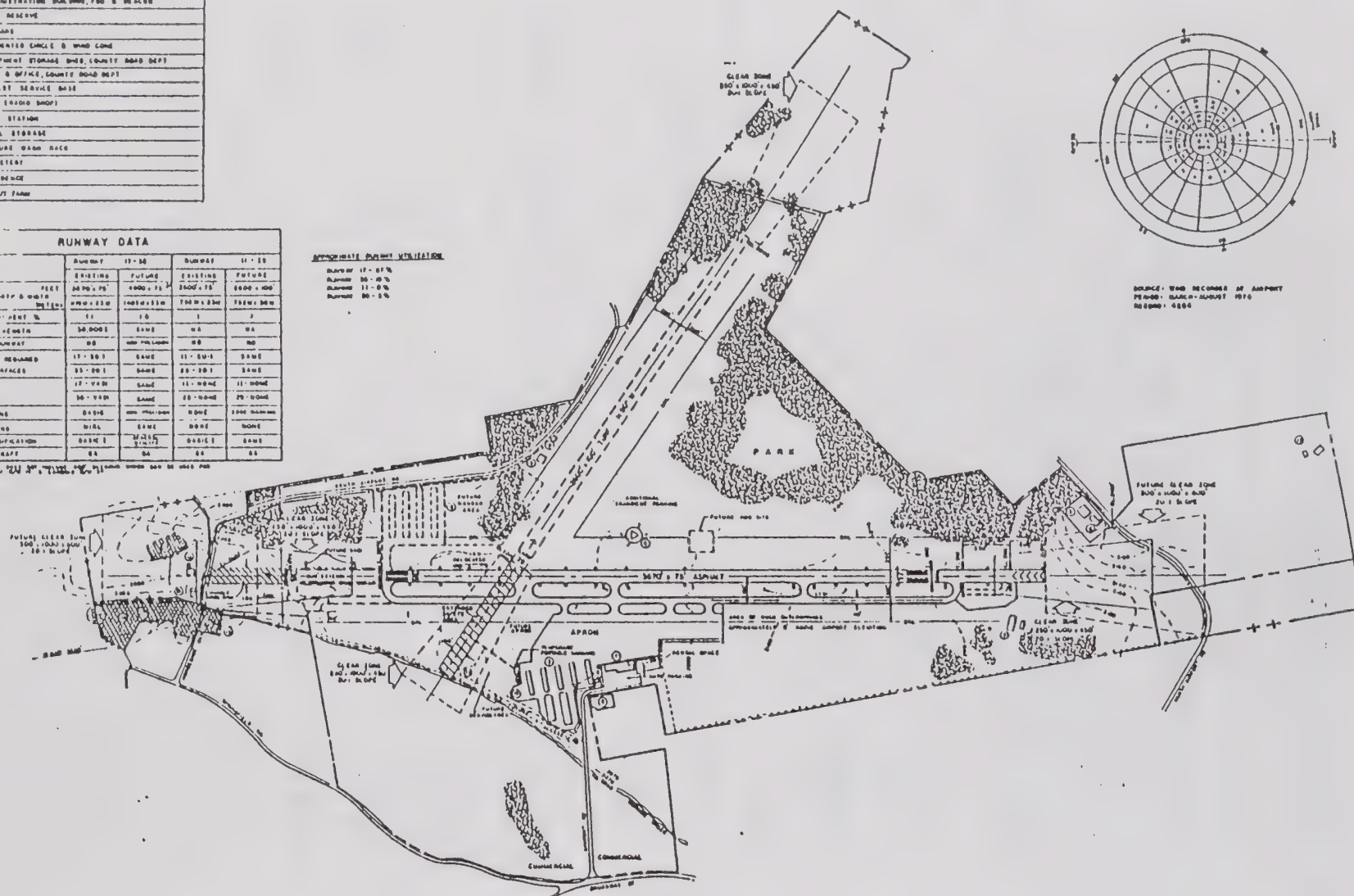
[illegible]

APPROXIMATE PERCENT VULNERABILITY

Barium	17 - 81 %
Aluminum	55 - 49 %
Carbon	11 - 0 %
Hydrogen	85 - 5 %

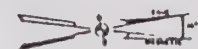


DCLJCHC: WASH DC CONGRS OF AIRPORT
 FTE RU-00: BLANK (M-ALPHABET) PRTG
 000000: 0000



5911

1 APPROX 1000000 TO 2000000 DOLLARS PER YEAR TO
1 ACB OF 1000000 APPROX 1000000 DOLLARS
2 1000000 DOLLARS TO 2000000 DOLLARS PER YEAR TO
2 1000000 DOLLARS TO 2000000 DOLLARS PER YEAR TO
3 1000000 DOLLARS TO 2000000 DOLLARS PER YEAR TO



COLUMBIA AIRPORT LAYOUT PLAN

FIGURE II-2

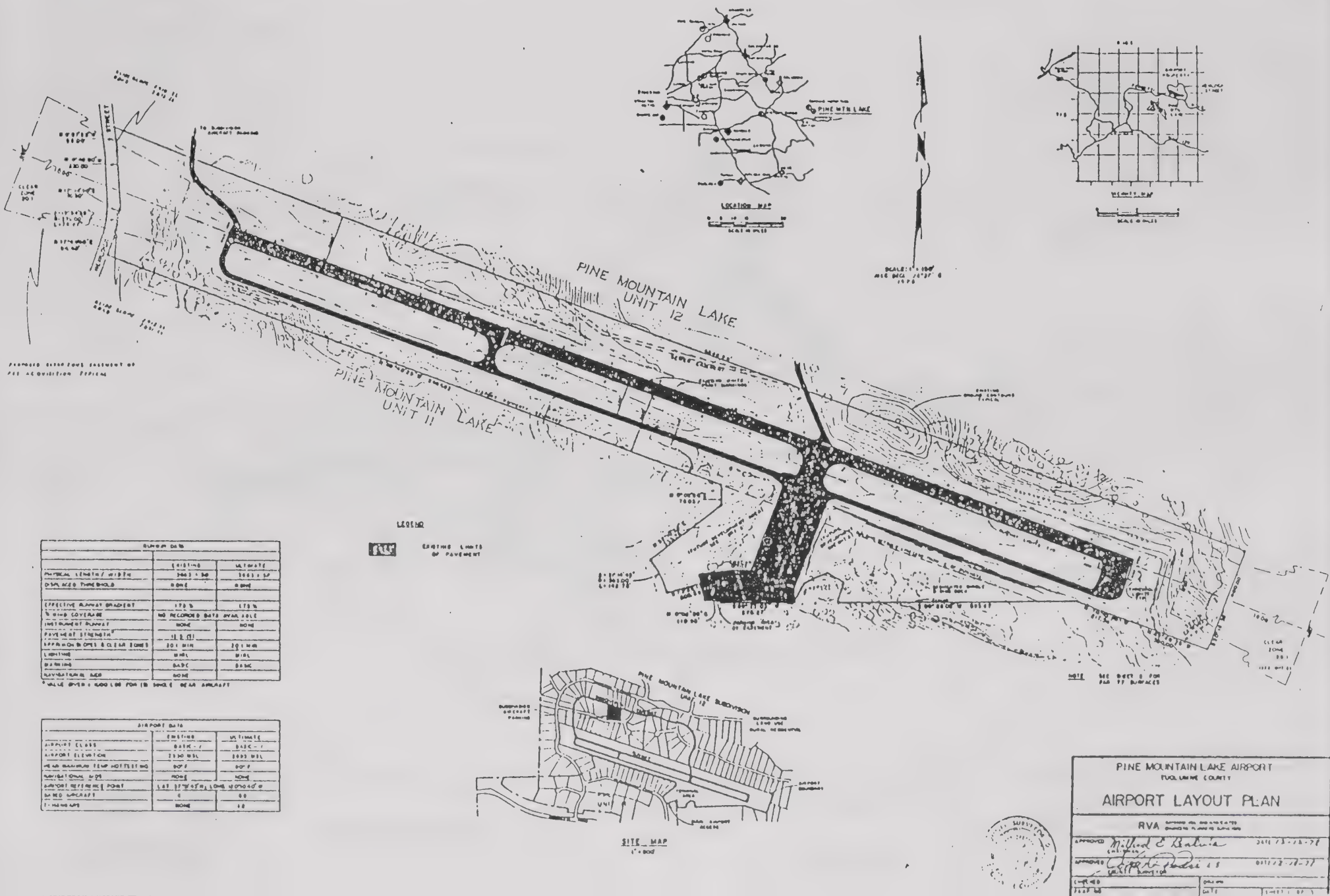


FIGURE II-3

TUOLUMNE COUNTY AIRPORTS IMPROVEMENT PROGRAM

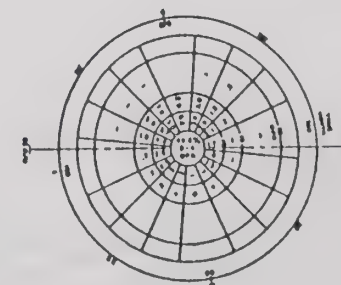
<u>Priority #</u>	<u>Airport</u>	<u>Project Description</u>	<u>1986 Const. Cost Estimate</u>	<u>Possible Funding Sources</u>			
				<u>AIP</u>	<u>CAAP</u>	<u>Local</u>	<u>Private</u>
#1	Columbia	Extend runway 35 and make related modifications	\$ 323,000	X		X	
#2	Columbia	Extend taxiway, pave and light helipad, extend hanger taxiway, overlay runway and misc. improvements	\$ 615,000	X		X	
#3	Columbia	Construction of restaurant and motel	\$3,000,000				X
#4	Pine Mtn.	Apron expansion, clear zone acquisition and installation of radio gates	\$ 635,000	X		X	
#5	Columbia	Construct 24 T-hangers on the west side of the airport	\$ 350,000				X
#6	Columbia	Enlarge terminal	\$ 150,000			X	

BUILDING AND FACILITY LEGEND	
1	ADMINISTRATION BUILDING, FBO & DECK
2	ARMY RESERVE
3	HANGAR
4	DECKED CIRCLE & WIND CONE
5	EQUIPMENT STORAGE BLDG, COUNTY ROAD DEPT
6	SHOP & OFFICE, COUNTY ROAD DEPT
7	FOREST SERVICE BLDG
8	FBO (RADIO SHOP)
9	FIRE STATION
10	FUEL STORAGE
11	FUTURE WASH BAY
12	GENERATOR
13	DECKHOUSE
14	TRUCK PARK

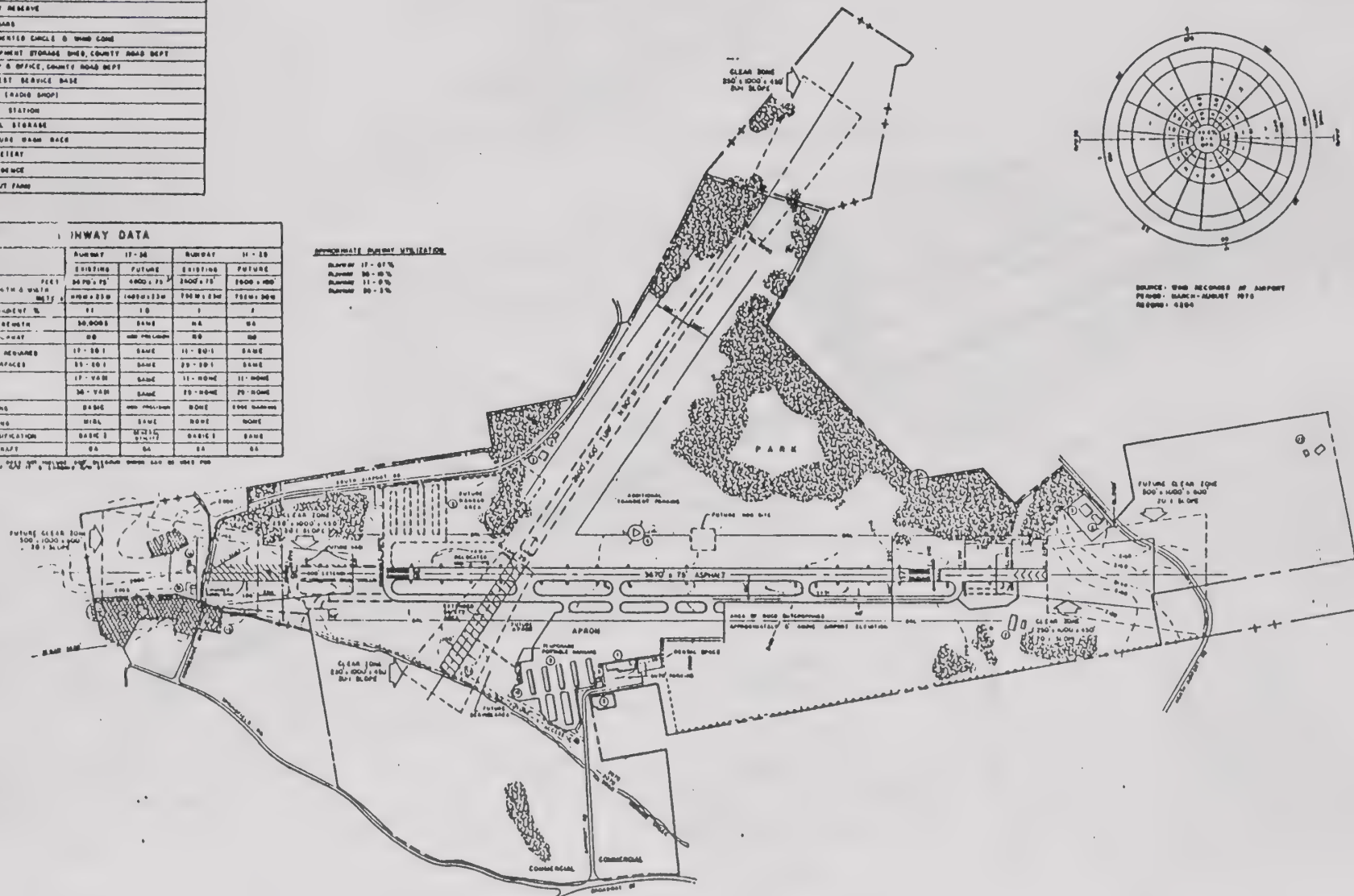
RUNWAY DATA	
	RUNWAY 17-35
	EXISTING FUTURE
PHYSICAL LENGTH & WIDTH	3670' x 75' 4000' x 75'
EFFECTIVE GRADEMENT %	11 10
PAVE JNT STRENGTH	30,000 30
PAVE JNT TYPE	11 10
PAVE JNT REQUIRE	17-35 11-30-1
APPROACH SLOPES	17-35 11-30-1
LANDING AIDS	17-35 11-30-1
RUNWAY MARKING	17-35 11-30-1
RUNWAY LIGHTING	17-35 11-30-1
RUNWAY CLASSIFICATION	17-35 11-30-1
CRITICAL AIRCRAFT	17-35 11-30-1

APPROXIMATE FUTURE UTILIZATION

Runway 17-35
Runway 36-40
Runway 11-30-1
Runway 30-35



SOURCE: WIND RECORDS AT AIRPORT
PI 1000, 1000, 1000, 1000
RE 1000, 1000



AVIATION PLANNING SERVICES



NOTES

- APRON CONTIGUOUS TO TAXIWAY, TYPICAL DUE TO LACK OF SUITABLE APRON DEVELOPMENT DATA.
- PAVING AND ASPHALTING ARE RECOMMENDED FOR CLEARANCE.
- NO PROBLEMS ON EXISTING SAFETY AREA.



FEET 0 100 200
METERS 0 100 200

COLUMBIA
AIRPORT LAYOUT PLAN

FIGURE II-2

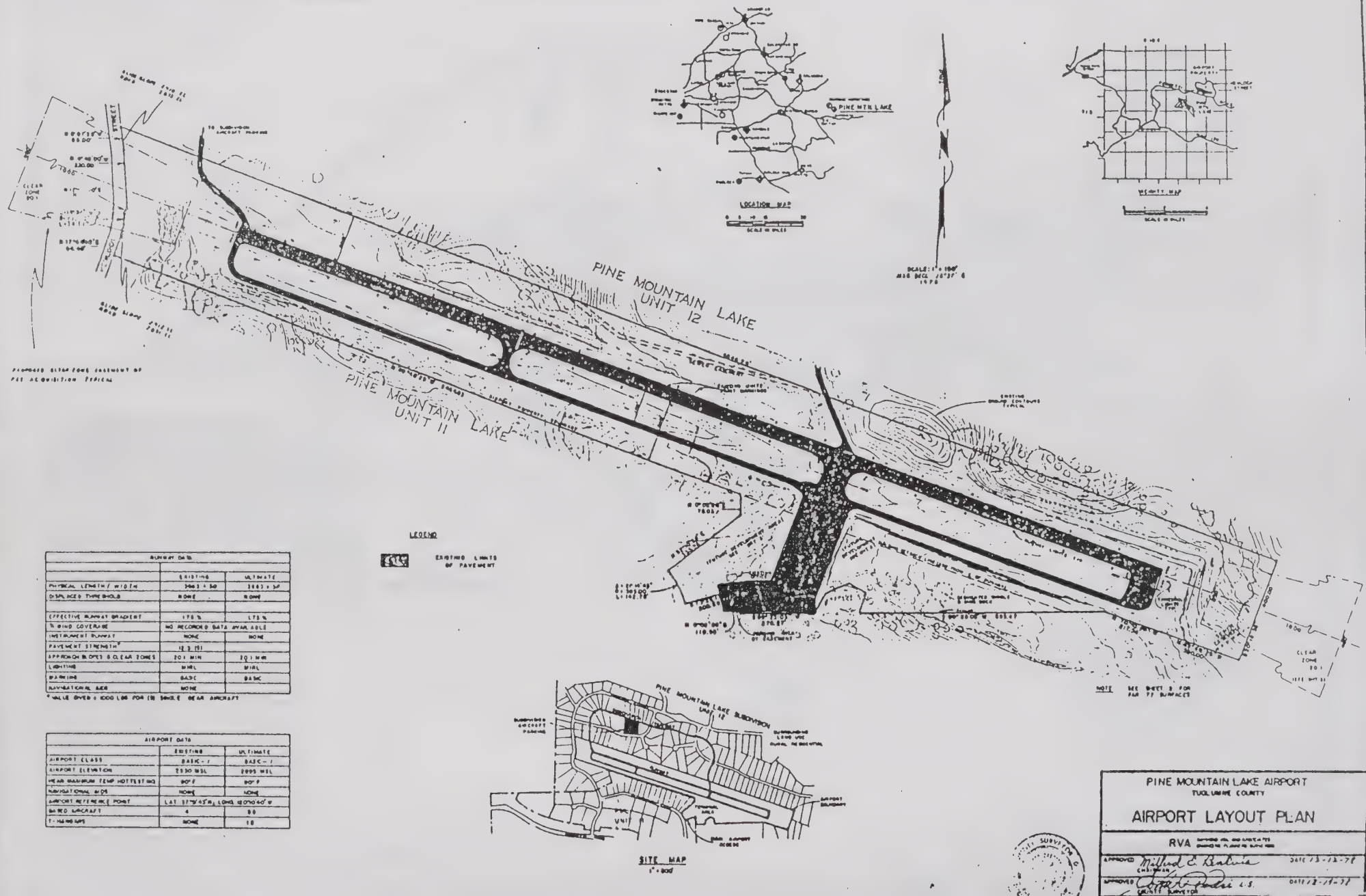
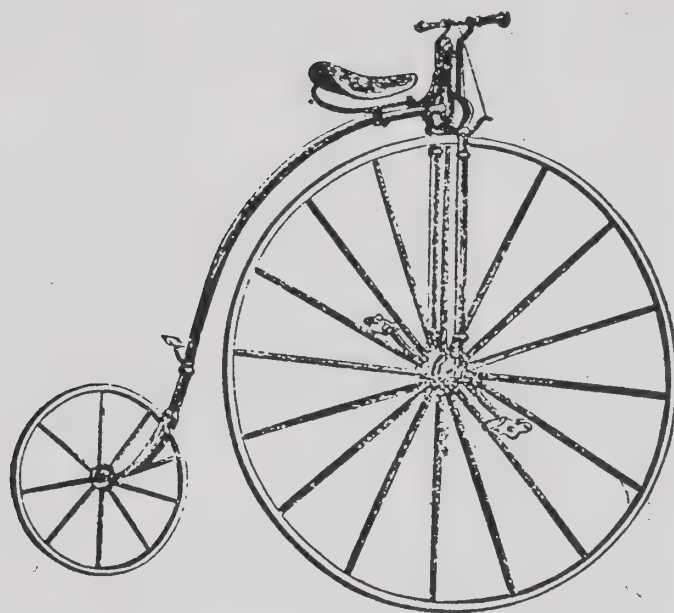


FIGURE II-3

TUOLUMNE COUNTY AIRPORTS IMPROVEMENT PROGRAM

<u>Priority #</u>	<u>Airport</u>	<u>Project Description</u>	<u>1986 Const. Cost Estimate</u>	<u>Possible Funding Sources</u>			
				<u>AIP</u>	<u>CAAP</u>	<u>Local</u>	<u>Private</u>
#1	Columbia	Extend runway 35 and make related modifications	\$ 323,000	X		X	
#2	Columbia	Extend taxiway, pave and light helipad, extend hanger taxiway, overlay runway and misc. improvements	\$ 615,000	X		X	
#3	Columbia	Construction of restaurant and motel	\$3,000,000				X
#4	Pine Mtn.	Apron expansion, clear zone acquisition and installation of radio gates	\$ 635,000	X		X	
#5	Columbia	Construct 24 T-hangers on the west side of the airport	\$ 350,000				X
#6	Columbia	Enlarge terminal	\$ 150,000			X	



III.

Non-Motorized Element



III. NON-MOTORIZED ELEMENT

A. INVENTORY

The TC/CAPC has adopted the "1980 Tuolumne County Bike Plan" which identifies a countywide regional bicycle route system for the County and the City of Sonora. The plan details several nonmotorized projects that could be built to provide improved facilities for both bicyclists and pedestrians in Tuolumne County. The project list contained in the plan has been updated in 1982 and 1984 as part of the RTP update process.

Since the adoption of the bike plan, the County's population and subsequent demand for safe bicycle and pedestrian routes has increased. A public hearing in June, 1986, identified a widespread County concern that current bicycle and pedestrian routes are inadequate and of poor quality. Parents spoke of not allowing their children to bicycle in various parts of the County because of safety fears and many people related dangerous situations they encountered bicycling or walking to work, shopping, and other commercial and recreational facilities. Needs that were identified included proper signing of safe routes, the addition or widening of shoulders where necessary, and an education program to raise citizen and motorist awareness of bicyclists and pedestrians. In response to this hearing and others, an advisory project list titled "Tuolumne County Bicycle & Pedestrian Projects" was developed for inclusion in this plan (See Figure III-1 and the related Issue #1 below).

Bicycle travel by long distance touring cyclists also continues to be a popular mode of transportation and recreation. Tourist visit the historic Mother Lode, travel to Yosemite National Park and Stanislaus National Forest, and engage in Trans-Sierra crossings. In past years, various roadways in Tuolumne County, including State Highway Route 49, Route 108, and Route 120, had been designated as part of the Statewide Bicycle Route System. The Statewide Bicycle Route System no longer exists, however, routes once on system maps still represent preferred bicycle routes of regional and statewide significance.

Figures III-2 and III-3 illustrate the "Tuolumne County Bicycle Route System" as proposed by this plan. While these system maps do not represent roads which have been improved for bicycle travel, they do represent those roads preferred by local bicyclist and which should, to the extent possible, be improved for bicycle travel.

B. ISSUES

1. Lack of funding sources specifically for bicycle and pedestrian facilities. Contained in this plan is an advisory list of fifteen bicycle and pedestrian facility projects which have a total cost of approximately \$5.9 million. All of the projects on this list are assumed to be needed to meet today's demand for bicycle and pedestrian facilities. A problem arises in funding these projects in that they must compete with road projects for the same dollars. Road projects carry a higher priority for funding than do bicycle and pedestrian facility projects. Only one funding source, the State Bike Lane Account (BLA), is dedicated solely for use on bicycle projects. These funds are allocated on a state-wide competitive basis and require a 10% local match. Additional revenue sources, presumably from the State and Federal level, would be needed to establish a formal short term action plan which would result in completion of the top priorities on this project list.
2. Need for extensive revision of the "Tuolumne County Bicycle & Pedestrian Projects" list to coincide with funding restrictions. Although the bicycle and pedestrian project list contained in this plan has been developed per public input, the wide difference between project cost and revenue estimates seem to indicate that a more extensive revision of the project list is still needed. TC/CAPC staff members could extract from the existing list just the most critical components of each project identified and then reconstruct what should be a project list more closely aligned with estimated revenues. This new list could then be coupled with long term policies aimed at causing the incremental construction of appropriate improvements on all arterial and collector roads in the County.

C. OBJECTIVE & POLICIES

Objective

Provide bicycle and pedestrian facilities for reasons of transportation, safety, air quality and recreation.

Policies

1. As funds are available, develop bicycle and pedestrian facilities throughout the County.
2. Support the development of additional funding sources for bicycle and pedestrian facility projects.

D. PAST PLAN ACCOMPLISHMENTS

1. Per the 1985/86 OWP, TC/CAPC staff updated information on bicycle and pedestrian facility needs throughout the County.
2. The City of Sonora has addressed pedestrian facility needs in community improvement grants and in requirements for new development, particularly in the Greenley Road area.

E. FUTURE ACTIONS

1. The TC/CAPC shall begin setting aside two percent (2%) of all new apportionments of Local Transportation Fund (LTF) dollars to fund bicycle and pedestrian facility projects. Such dollars could be used to fund projects on the advisory list (Figure III-1), separate projects proposed by the City of Sonora or County of Tuolumne and/or projects on a new project list developed per Action #2 below.
2. Prepare revision of the Tuolumne County Bicycle & Pedestrian Projects list as described in Issue #2 of this plan during FY 1987/88.
3. Revise local road standards to ensure that all new arterial and collector roads can accommodate bicycle and pedestrian uses.
4. The City of Sonora, County of Tuolumne and Caltrans shall all be strongly encouraged to improve existing arterial and collector roads to accommodate bicycle and pedestrian uses when constructing improvements or conducting maintenance on such roads. Particular emphasis should be given to those roads which have been identified as part of the Tuolumne County Bicycle Route System (Figure III-2 and III-3).
5. When appropriate, new development shall be required to contribute to or construct bicycle and pedestrian facilities.
6. Continue exploring and supporting all new revenue sources which could be used to construct projects contained on the list of needed improvements.
7. Encourage local employers, businesses and schools to provide safe and secure bicycle storage facilities to promote maximum utilization of the bicycle for transportation purposes.
8. TC/CAPC staff shall research the potential of utilizing

abandoned ditch, road, rail and other types of right of way for future use for pedestrian, bicycle and equestrian facilities.

F. FINANCIAL

The purpose of this section is to discuss the variety of financial programs available to fund bicycle and pedestrian facility improvements and then to establish what is likely to be received for such purposes.

1. Discussion of Funding Sources

- a. Local Transportation Fund (LTF). Sections 99233.3 and 99400(a) of the Public Utilities Code allows LTF dollars to be used to fund bicycle and pedestrian facility projects. Section 99233.3 also establishes a commonly applied rationale for setting aside two percent (2%) of all new apportionments of LTF for such use. The TC/CAPC does not currently set aside a fixed percentage of LTF dollars for bicycle and pedestrian facilities. The TC/CAPC has approved claims for individual pedestrian facility improvements when requested to do so by the City of Sonora. LTF dollars will be used primarily as seed money or local match against BLA, or STIP funding. (See the discussion in the Streets & Highways Element of this Plan for more information on LTF dollars.)
- b. State Bike Lane Account (BLA). BLA provides a limited amount of dollars for the construction of new bicycle facilities and is allocated on a statewide competitive basis. This Caltrans administered program requires a minimum ten percent (10%) local match. Neither the City of Sonora nor the County of Tuolumne have ever utilized this funding source.
- c. State Highway Fund. This fund provides a limited amount of money for the construction of bicycle facilities located on or near State highways. These funds are governed by priorities established in the STIP program. (See the discussion of State Highway Fund in the Streets & Highways Element of this Plan for more information on the State Highway Fund and STIP process.)
- d. Caltrans Minor Program. Caltrans, District 10 has a limited amount of dollars at its disposal to meet annual highway improvement needs throughout the district. Bicycle and pedestrian facility projects could be funded through this program provided that: 1) no individual project exceeds \$250,000; and 2) such projects are deemed a high enough priority for funding through this mechanism. This revenue source

is totally controlled by Caltrans, District 10.

- e. Other. It should be noted that developer contributions or various other private sector funding sources (ie. community group donations, right of way donations, etc.) may be available in the future. These are very unreliable funding sources.

2. Estimated Revenues

The unpredictability of BLA, State Highway Fund and Caltrans minor program funding makes it difficult to accurately project non-motorized facility revenues beyond one year. However, since LTF is a more predictable funding source, a fairly accurate estimate can be made for those funds. Estimates have been made per the following assumptions: LTF - \$0 FY 1986/87, \$11,000 FY 1987/88 and 3% growth each year thereafter; BLA - \$0 FY 1986/87, \$20,000 FY 1987/88 - FY 1991/92 and \$25,000 FY 1992/93 - FY 1996/97; State Highway Fund - \$0 FY 1986/87 - FY 1996/97; District Minor Program - \$0 FY 1986/87, \$43,000 FY 1987/88 - FY 1991/92 and \$0 FY 1992/93 - FY 1996/97; and Other/Unknown - \$0 FY 1986/87 - FY 1996/97.

a) County of Tuolumne

(in thousands)

	<u>LTF</u>	<u>BLA</u>	<u>STATE HWY FUND</u>	<u>DIST. MIN. PROG.</u>	<u>TOTALS</u>
1986/87	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
1987/88- 1991/92	57	20	0	43	120
1992/93- 1996/97	65	25	0	0	90
TOTALS	\$122	\$45	\$ 0	\$43	\$210

3. Estimated Expenditures

Total expenditures are estimated at the same relative level as total revenues.

a) County of Tuolumne

(in thousands)

	<u>OPER/ADM</u>	<u>CAP IMP</u>	<u>TOTALS</u>
1986/87	\$ 0	\$ 0	\$ 0
1987/88- 1991/92	0	120	120
1992/93- 1996/97	0	90	90
TOTALS	\$ 0	\$210	\$210

FIGURE III-1

TUOLUMNE COUNTY
BICYCLE & PEDESTRIAN PROJECTS
(Advisory project list developed via public hearings)

<u>Priority #</u>	<u>Project Description</u>	<u>*1986 Const. Cost Estimate</u>	<u>Possible Funding Sources</u>				
			<u>LTF</u>	<u>BLA</u>	<u>STIP</u>	<u>Dist. Min. Prog.</u>	<u>Other/ Unknown</u>
#1	<u>BETWEEN SONORA AND COLUMBIA WYE:</u> Sign route along Columbia Way and widen shoulders for bicycles and pedestrians on State Route 49 between Columbia Way and Columbia Wye.	\$120,000	X	X		X	
#2	<u>EAST SONORA:</u> Widen shoulders along State Highway 108 to accommodate bicyclists and pedestrians between City of Sonora (Safeway Shopping Center) and Junction Shopping Center.	\$723,000	X	X			X
#3	<u>SNELL & RACETRACK ROADS:</u> Widen shoulders for bicycles and pedestrians on Snell & Racetrack Roads between Bonanza Road and Jamestown Road.	\$336,000	X				X
#4	<u>JAMESTOWN AREA:</u> Widen shoulders for bicycles and pedestrians on Seco Street between Brady Road and 9th Street, 10th Street between Secto Street and Sierra Avenue, Sierra Avenue between 10th Street and 5th Street and 5th Street between Sierra Street and Willow Street.	\$115,200	X				X

<u>Priority #</u>	<u>Project Description</u>	<u>*1986 Const. Cost Estimate</u>	<u>Possible Funding Sources</u>				<u>Other/ Unknown</u>
			<u>LTF</u>	<u>BLA</u>	<u>STIP</u>	<u>Dist. Min. Prog.</u>	
#5	<u>PARROTTS FERRY ROAD:</u> Between Columbia Wye and Sawmill Flat Road, widen shoulders for bicycles and pedestrians.	\$114,480	X	X			X
#6	<u>SAWMILL FLAT ROAD:</u> Between Parrotts Ferry Road and Columbia Jr. College, widen shoulders for bicycles and pedestrians.	\$461,760	X	X			X
#7	<u>JAMESTOWN ROAD:</u> Between State Route 49 South and State Route 49 North, widen shoulders for bicycles and pedestrians.	\$866,400	X	X			X
#8	<u>STATE ROUTE 49:</u> Between Jamestown and Sonora, widen shoulders for bicycles and pedestrians.	\$532,000			X		
--	<u>PARROTTS FERRY ROAD:</u> Between Sawmill Flat Road and Columbia, widen shoulders for bicycles and pedestrians.	\$850,600	X	X			X
--	<u>SAWMILL FLAT ROAD:</u> Between Columbia Jr. College and Yankee Hill Road, widen shoulders for bicycles and pedestrians.	\$199,680	X	X			X
--	<u>YANKEE HILL ROAD:</u> Between Sawmill Flat Road and Columbia, widen shoulders for bicycles and pedestrians.	\$576,000	X	X			X
--	<u>HOSPITAL ROAD:</u> Between Lime Kiln Road and Highway 108, widen shoulders for bicycles and pedestrians.	\$204,000	X	X			X

FIGURE III-1 (Cont'd)

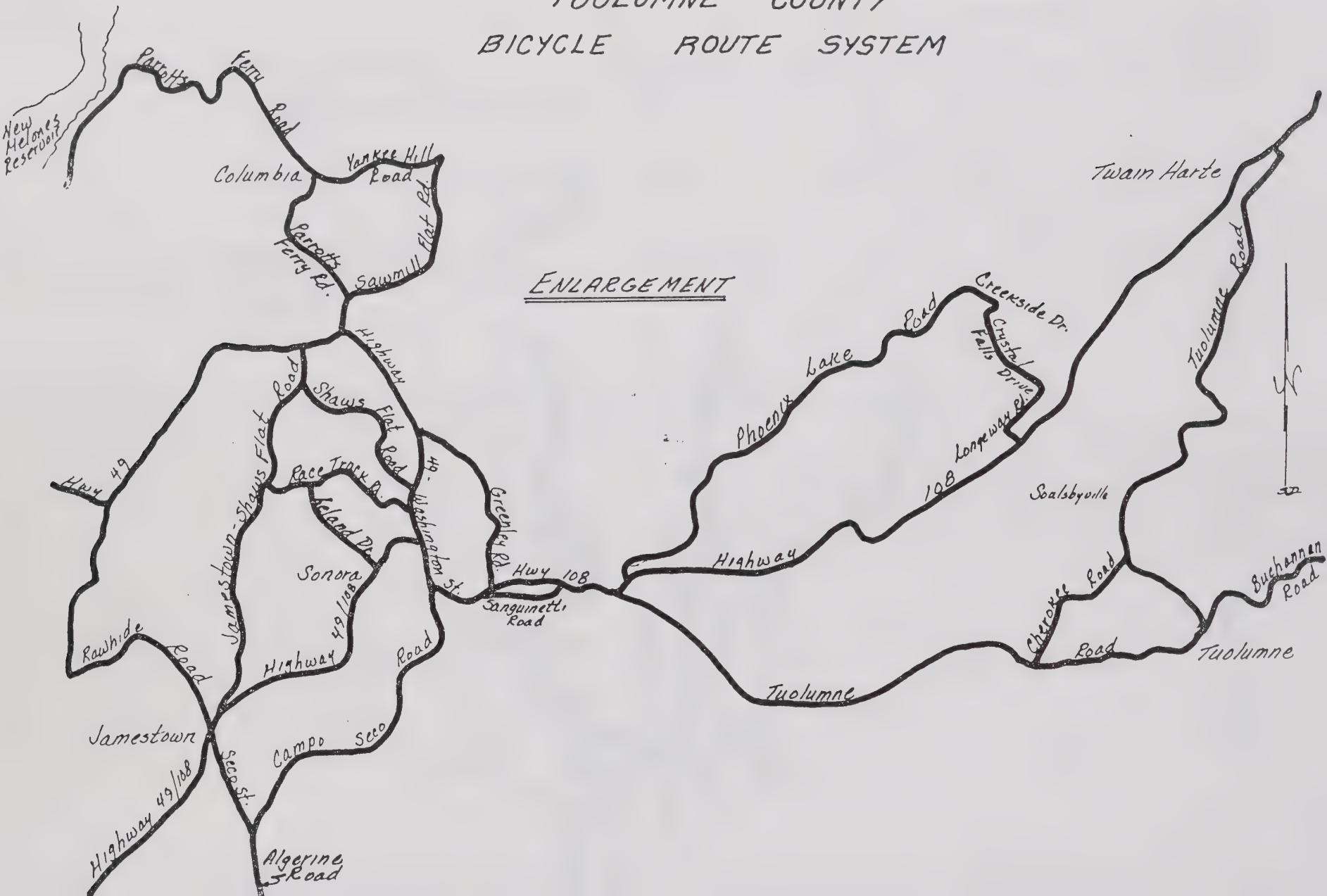
<u>Priority #</u>	<u>Project Description</u>	<u>*1986 Const. Cost Estimate</u>	<u>Possible Funding Sources</u>				
			<u>LTF</u>	<u>BLA</u>	<u>STIP</u>	<u>Dist. Min. Prog.</u>	<u>Other/ Unknown</u>
--	<u>SANGUINETTI ROAD:</u> Entire length. Widen shoulders for bicycles and pedestrians.	\$408,000	X	X			X
--	<u>STATE ROUTE 108:</u> Between Pine- crest Lake Road and Strawberry, widen shoulders for bicycles and pedestrians.	\$253,000			X		
--	<u>PINECREST LAKE ROAD:</u> Between State Route 108 and Marina Road, widen shoulders for bicycles and pedestrians.	\$153,360	X				X

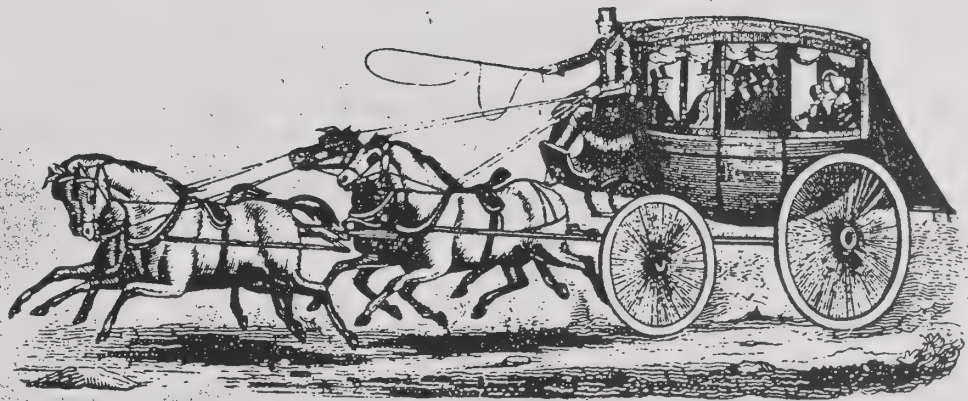
* All cost estimates assume that projects would be done independently of other road improvements.

TUOLUMNE COUNTY BICYCLE ROUTE SYSTEM



TUOLUMNE COUNTY
BICYCLE ROUTE SYSTEM





IV

Social Service Transportation

(Paratransit)

Element

IV. SOCIAL SERVICE TRANSPORTATION (PARATRANSIT) ELEMENT

A. Inventory

1. Transit Service Providers

- a. Central Sierra Stagecoach (Nutrition Program). Central Sierra Stagecoach provides transportation for seniors located within a ten mile radius of the City of Sonora to and from the central nutrition meal site at 25 South Barretta, Sonora. This service is provided Monday - Friday and is funded via contract with the County of Tuolumne.
- b. Central Sierra Stagecoach (Hot Meals and Bookmobile). Two minor services also provided by Central Sierra Stagecoach are the hot meal service and bookmobile service. Hot meals are delivered to those elderly citizens unable to leave their homes. The bookmobile services the same clientele with the pick-up and return of library books once per month.
- c. Central Sierra Stagecoach (Groveland Escort). The Groveland Escort service provides transportation of Groveland area senior citizens to and from the City of Sonora. There are specific pick-up and delivery points in both the Groveland area and the City of Sonora. The service is provided one day every other week and is funded via contract with the County of Tuolumne.
- d. Central Sierra Stagecoach (General County Escort). Under this program, senior citizens are picked up and transported from their home to the Sonora area where they can meet their medical, dental and shopping needs. This is a demand-response service available to a different region of the County each day of the week.
- e. Work Activities for Tuolumne County Handicapped (WATCH) Program. The WATCH Program provides transportation, five days per week, for all WATCH clients to and from the WATCH training center. The WATCH Program also provides transportation related to client shopping, medical, schooling, work, recreation and social needs.

- f. Tuolumne County Mental Health. Tuolumne County Mental Health Services will provide transportation for its clients under certain specific conditions. Transportation services provided include: pick-up and return of day treatment patients; day or night emergency transportation; and out of County transportation to Merced or Fresno for patients requiring acute psychotherapy care.
- g. Tuolumne County Adult Day Health Care Center. Tuolumne General Hospital opened its new Adult Day Health Care Center during the month of January 1987. Transportation to and from the Center is provided to the Center's elder and disabled clientele through a contract with a private provider. This transportation service is being coordinated with the Public Transportation System's current contractor and vehicles. This is a subscription service which operates Monday - Friday from 8:00 a.m. to 5:00 p.m.

Refer to Figure IV-1 for more information on "Needs Met By Existing Social Service Transportation" programs in Tuolumne County.

B. ISSUES

1. Duplication of service between Central Sierra Stagecoach's Escort Service and the Public Transportation System's Demand-Response Service. As identified in the 1986 TDP, there is a duplication of service between Central Sierra Stage coach's escort service and the Public Transportation System's demand-response service. Working through the TDP process, a solution to this duplication of service will need to be developed and put into practice by FY 1987/88.
2. Marginal fare box ratio on the Central Sierra Stagecoach Groveland Escort Program. The Transportation Development Act (TDA) requires that the Groveland Escort Program maintain a ratio of fare box revenue to total operational expenses of no less than 10%. Over the past several years, the fare box ratio has remained close to but always greater than 10%. FY 1985/86 represents the first year in which the Groveland Escort Program failed to maintain the required ratio. The actual FY 1985/86 ratio has been calculated at 8.8%. In accordance with TDA requirements, the Groveland Escort Program must obtain at least an 11.2% ratio in FY 1986/87 to offset the previous years deficiency. This recent history of marginal fare box ratios on the Groveland Escort Program should prompt a review of the program to identify possible modifications to bolster the ratio.

3. Compliance with SB 157 (1985). SB 157 requires that this update to the RTP include "a section that specifically focuses on the transportation needs of elderly and handicapped persons who reside in rural areas." The Social Service Transportation Paratransit) Element is intended to comply with the provisions of SB 157. In the spirit of cooperation, the TC/CAPC has also forwarded copies of the Caltrans/CalACT needs assessment questionnaires to all social services transportation providers within Tuolumne County along with a request that they complete them for all of their clients. Questionnaire results will be forwarded to Caltrans as soon as they are made available to the TC/CAPC. Meanwhile, it should suffice to state that per the findings of the Tuolumne County Transit Development Plan (TDP), the transit needs of area seniors and handicapped individuals are generally being met, but there may be some need for adjustment or minor extension of the service at the completion of the Caltrans/CalACT needs study.
4. Transportation service to the new County library being constructed on Greenley Road. Now that the County has committed itself to building a new library on Greenley Road, consideration and planning should likewise begin on providing social service and public transportation to and from this new location.

C. OBJECTIVES & POLICIES

Objective

Provide effective and efficient transportation to meet the needs of transit dependent senior citizen and handicapped residents of Tuolumne County.

Policies

1. Support the development of all area social service transportation systems as outlined in the Tuolumne County Transit Development Plan (TDP).
2. Encourage social service agencies of Tuolumne County to continue to seek transportation funding from the UMTA Section 16 (b)(2) program and the Older Americans Act.
3. Require coordination amongst all public and social service transportation operations so as to ensure the highest level of efficiency and cost-effectiveness possible.

4. Actively pursue public input into the operation of social service transportation systems as received via rider surveys, the Transit Productivity Advisory Committee and comments made during the annual unmet transit needs hearing.
5. Encourage increased marketing of all existing transportation in Tuolumne County.

D. PAST PLAN ACCOMPLISHMENTS

1. Central Sierra Stagecoach has applied for and received one, UMTA Section 16 (b)(2) funded wheelchair lift equipped van for use on its nutrition transportation program.
2. Central Sierra Stagecoach made application for but was denied approval for one, UMTA Section 16 (b)(2) funded wheelchair lift equipped van for use on its escort transportation program.
3. The TC/CAPC has completed its first ever comprehensive Tuolumne County Transit Development Plan (TDP). This plan addresses the transit needs in Tuolumne County and provides an action plan for meeting those needs.
4. Through the TDP process, the TC/CAPC has identified and worked towards a solution of a duplication of service between Central Sierra Stagecoach's escort service and the Public Transportation System's demand-response system.

E. FUTURE ACTIONS

1. The TC/CAPC shall oversee implementation of those social service transit programs outlined in the Tuolumne County TDP.
2. The TC/CAPC shall update the TDP annually.
3. The TC/CAPC shall complete development of an action plan to eliminate the existing duplication of service between Central Sierra Stagecoach's escort service and the Public Transportation System's demand-response service.
4. Utilizing the Transit Productivity Advisory Committee, the TC/CAPC shall develop a strategy to increase the Groveland Escort Program's fare box ratio in FY 1986/87 and beyond.

5. Utilizing the Transit Productivity Advisory Committee, the TC/CAPC shall develop a strategy for providing social service and public transportation to and from the new County library being constructed on Greenley Road.

F. FINANCIAL

The purpose of this section is to identify those Local Transportation Fund (LTF), Urban Mass Transportation Act (UMTA) Section 16 (b)(2) and Older Americans Act - Title 3(b) dollars which are being spent in Tuolumne County on Central Sierra Stagecoach's transportation programs. Other funding sources for social service transportation programs are beyond the control of the TC/CAPC and the scope of this plan.

1. Discussion of Funding Sources.

- a. Local Transportation Funding (LTF). The program currently provides the major funding source for the operations and administration of the nutrition transportation program and the Groveland escort program. (See the discussion of TDA and LTF in the Streets & Highways Element of this Plan for more information on LTF and its allocation process.)
- b. Urban Mass Transportation Act (UMTA) Section 16 (b) (2). This federal program provides a limited amount of dollars for capital expenditures for social service transportation programs. In Tuolumne County, Central Sierra Stagecoach is the only social service agency that has made use of this program to fund new and replacement vehicles for its nutrition and escort transportation programs. UMTA Section 16 (b)(2) funds are made available on an 80/20 matching basis.
- c. Older Americans Act (OAA) - Title 3(b). This federal program does provide a limited amount of funding for senior citizen transportation programs in Tuolumne County. These dollars are controlled by the Central Sierra Area Agency on Aging and currently fund a portion of the Central Sierra Stagecoach operational budget.
- d. Local Funds. Local funds in this section refers to the donation (fare) revenues collected on the Central Sierra Stagecoach System.

2. Estimated Revenues.

The limited dependability of UMTA Section 16 (b)(2) dollars makes it difficult to accurately project social service transportation revenue beyond one year. However,

estimates have been made based on the most current information available and per the following assumptions: LTF - \$20,000 FY 1986/87, \$22,000 annually FY 1987/88 - FY 1991/92 and \$25,000 annually FY 1992/93 - FY 1996/97; UMTA Section 16 (b)(2) - \$32,000 FY 1986/87, \$70,000 FY 1987/88 - FY 1991/92 and \$80,000 FY 1992/93 - FY 1996/97; OAA - Title 3(b) - \$14,000 annually FY 1986/87 - FY 1996/97; and Local - \$4,000 annually FY 1986/87 - FY 1996/97.

a) County of Tuolumne

(in thousands)

	<u>LTF</u>	<u>UMTA SEC. 16 (b)(2)</u>	<u>OAA TITLE 3(b)</u>	<u>LOCAL</u>	<u>TOTALS</u>
1986/87	\$ 20	\$ 32	\$ 14	\$ 4	\$ 70
1987/88- 1991/92	110	70	70	20	270
1992/93- 1996/97	125	80	70	20	295
TOTALS	\$255	\$182	\$154	\$44	\$635

3. Estimated Expenditures.

Total Expenditures are estimated at the same relative level as total revenues.

a) County of Tuolumne

(in thousands)

	<u>OPER/ADM</u>	<u>CAP IMP</u>	<u>TOTALS</u>
1986/87	\$ 30	\$ 40	\$ 70
1987/88- 1991/92	182	88	270
1992/93- 1996/97	195	100	295
TOTALS	\$407	\$228	\$635

FIGURE IV-1

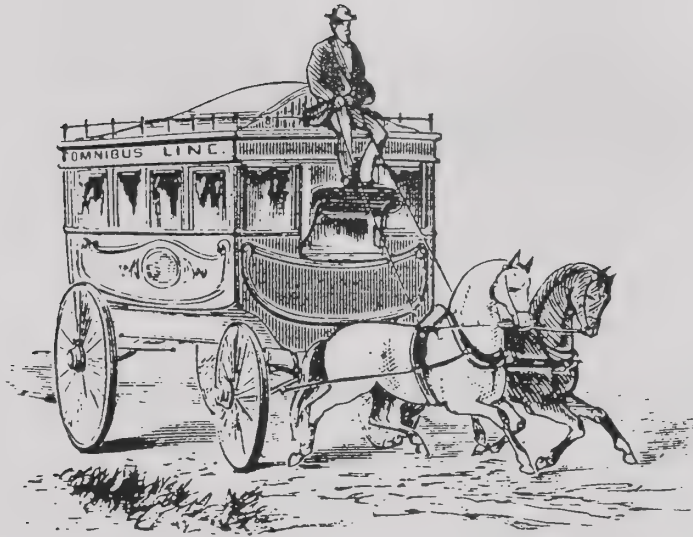
NEEDS MET BY EXISTING SOCIAL SERVICE TRANSPORTATION

Transportation Program	Nature of Transportation Need Met	Clientele Group Served	Areas in the County Where Available	Number of Trips Per Year
Central Sierra Stagecoach (Nutrition Program)	Transportation to and from the Sonora meal site	Senior citizens	Sonora region	5,460
Central Sierra Stagecoach (Hot meals & Bookmobile)	Delivery of meals and return of library books of shut ins	Senior citizens	All of Tuolumne County	NA
Central Sierra Stagecoach (Groveland Escort)	Inter-city type service between Groveland and Sonora	Senior citizens	Groveland region	270
Central Sierra Stagecoach (General County Escort)	General transportation door to door service	Senior citizens	All of Tuolumne County except for the Groveland area	3,200

FIGURE IV-1 (Cont'd)

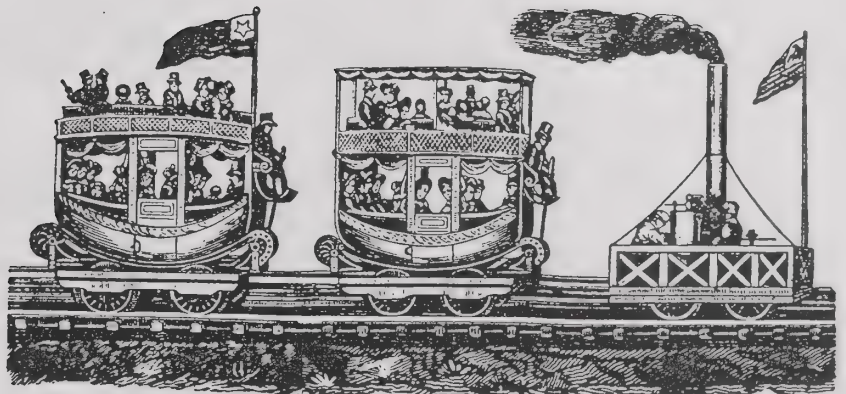
NEEDS MET BY EXISTING SOCIAL SERVICE TRANSPORTATION

Transportation Program	Nature of Transportation Need Met	Clientele Group Served	Areas in the County Where Available	Number of Trips Per Year
WATCH Program	Transportation to and from training center Some general transportation	Agency clients	All of Tuolumne County	16,380
Tuolumne County Mental Health	Transportation to and from Mental Health Offices and out of County appointments Some emergency trans.	Agency clients	All of Tuolumne County	4,700
Tuolumne County Adult Day Health Care Center	Transportation to and from the Adult Day Health Care Center	Agency Clients	All of Tuolumne County	unknown (new program)



V.

Public Transportation Element



V. PUBLIC TRANSPORTATION ELEMENT

A. INVENTORY

1. Inter-City Transportation

- a. Tuolumne County Public Transportation. Inter-city transportation service is provided by the County of Tuolumne through a contract with a private provider. Vans transport anyone in the general public to and from various locations (ie. Sonora, Columbia, Jamestown, Tuolumne, Twain Harte, Mi Wuk, etc.) throughout the County. The system does not operate outside of the County. The system utilizes three operational modes: fixed route service; modified demand-response service; and subscription service. Service is available Monday - Friday from 6:30 a.m. to 6:30 p.m.
- b. Calaveras Transit. Inter-city transit service is provided by Calaveras Transit five days per week through two programs. The first program which was recently switched over from Greyhound Lines to Calaveras Transit, transports passengers from Sonora to Manteca where they may transfer to Greyhound buses headed to points south or west or passengers may continue on to Stockton where they may transfer to Greyhound buses headed to points north or east. A bus departs Sonora at 7:15 a.m. and 1:30 p.m. daily and arrives in (returns to) Sonora at 12:15 p.m. and 6:45 p.m. A Calaveras Transit bus does leave Sonora at 2:30 p.m. on Sundays as well. The second program connects points in Calaveras County with several points (i.e. Tuttletown, Columbia College and Sonora) in Tuolumne County. A bus arrives in Sonora at 9:30 a.m. and 2:20 p.m. daily and departs at 10:00 a.m. and 2:35 p.m. Service is available in the evenings on an on-call basis (i.e. 5:45 p.m. arrival/6:00 p.m. departure).
- c. Private Cab Companies. There are two private cab companies operating in Tuolumne County: Vintage Cab and A& Mother Lode Taxi Cab. Vintage Cab provides service seven days per week from 7:00 a.m. to 12:00 p.m. A&A Mother Lode Taxi Cab operates seven days per week and twenty-four hours per day. Both companies' primary service area is the City of Sonora and vicinity, however, long distance inter-city service is also provided.

- d. Private Airline Companies. There are three airline companies which operate out of Columbia Airport: Alexander Airlines; New West Airlines and Courtney Aviation. Alexander Airlines has two planes and offers flights on weekdays to and from San Jose, Oakland and San Francisco. New West offers twenty-four hour charter service and has regular flights, twice per week, upon request to and from Mammoth Mountain and the Bay Area. Courtney Aviation is available to provide an air taxi service, as per terms of their charter agreement.

2. Intra-City Transportation

- a. Tuolumne County Public Transportation. A limited amount of intra-city transportation service is also provided by the County of Tuolumne through its contract with a private provider. System vans transport riders from point to point within the Sonora City limits as part of the regular fixed route service and limited curb to curb service is provided within the City limits to elderly and handicapped riders as part of the modified demand-response service. These services are provided Monday - Friday from 6:30 a.m. to 6:30 p.m.
- b. Private Cab Companies. As previously stated, there are two private cab companies in the County which will provide intra-city transportation within the Sonora City Limits: Vintage Cab and A&A Mother Lode Taxi Cab. Vintage Cab provides service seven days per week from 7:00 a.m. to 12:00 p.m. A&A Mother Lode Taxi Cab operates seven days per week and twenty-four hours per day.

Refer to Figure V-1 for more information on "Needs Met By Existing Public Transportation" programs in Tuolumne County.

B.. ISSUES

1. Duplication of service between Central Sierra Stagecoach's Escort Service and the Public Transportation System's Demand-Response Service. As identified in the 1986 TDP, there is a duplication of service between Central Sierra Stagecoach's escort service and the Public Transportation System's demand-response service. Working through the TDP process, a solution to this duplication of service will need to be developed and put into practice by FY 1987/88.
2. Loss of State Transit Assistance Fund (STAF) revenues for FY 1986/87 and beyond? STAF dollars have not been authorized in the FY 1986/87 state budget, effectively eliminating approximately \$68,000 in funding which the county normally would have used to fund its Public Transportation System. It is not known at this time whether STAF will be available in the future. In accordance with state law, if STAF dollars are not reauthorized in the future, Local Transportation Fund (LTF) dollars will be diverted from their traditional use in funding road projects and used to fund the Public Transportation System.
3. Marginal fare box ratio on the Public Transportation System. The Transportation Development Act (TDA) requires that the Public Transportation System maintain a ratio of fare box revenue to total operational expenses of no less than 10%. Over the past several years, the fare box ratio has remained close to but always greater than 10%. FY 1985/86 represents the first year in which the Public Transportation System failed to maintain the required ratio. The actual FY 1985/86 ratio has been calculated at 9.14%. In accordance with TDA requirements, the Public Transportation System must obtain at least a 10.86% ratio in FY 1986/87 to offset the previous years deficiency. This recent history of marginal fare box ratios on the Public Transportation System should prompt a review of the system to identify possible modifications to bolster the ratio.
4. Transportation service to the new County library being constructed on Greenley Road. Now that the County has committed itself to building a new library on Greenley Road, consideration and planning should likewise begin on providing social service and public transportation to and from this new location.

C. OBJECTIVE & POLICIES

Objective

Provide effective and efficient transportation services which meet those public transportation needs within Tuolumne County which are reasonable to meet.

Policies

1. Support the development of all area public transportation systems as outlined in the Tuolumne County Transit Development Plan (TDP).
2. Encourage eligible claimants in Tuolumne County to maximize the use of Federal funds for public transportation purposes (ie. UMTA Section 8 and Section 18 grant funds).
3. Require coordination amongst public transportation operations so as to ensure the highest level of efficiency and cost-effectiveness possible.
4. Actively pursue public input into the operation of the Public Transportation System as received via rider surveys, the Transit Productivity Advisory Committee and comments made during the annual unmet transit needs hearing.
5. Require that recommendations contained in the triennially prepared "performance audits" of the Public Transportation System be implemented or specific rationale developed as to why individual recommendations should not be implemented.
6. Encourage increased marketing of all existing transportation in Tuolumne County.

D. PAST PLAN ACCOMPLISHMENTS

1. The Public Transportation System has received and placed into service two new UMTA Section 18 funded wheel-chair equipped vans as well as new UMTA Section 18 funded radio equipment.
2. UMTA Section 18 grant applications were submitted for acquisition of two additional wheel-chair equipped vans and two bus shelters. Unfortunately, both applications were denied.
3. The TC/CAPC has completed its first ever comprehensive Tuolumne County Transit Development Plan (TDP). This plan addresses the transit needs in Tuolumne County and

provides an action plan for meeting those needs. The development of the plan was funded by an UMTA Section 8 grant.

4. Through the TDP process, the TC/CAPC has identified and worked towards a solution of a duplication of service between Central Sierra Stagecoach's escort service and the Public Transportation System's demand-response system.
5. The TC/CAPC has worked with Greyhound Lines Inc., Calaveras Transit, PUC and Caltrans officials to insure no interruption in private sector provision of Greyhound's inter-city line serving Tuolumne County.

E. FUTURE ACTIONS

1. The TC/CAPC shall oversee implementation of those public transit programs outlined in the Tuolumne County TDP.
2. The TC/CAPC shall update the TDP annually.
3. The TC/CAPC shall complete development of an action plan to eliminate the existing duplication of service between Central Sierra Stagecoach's escort service and the Public Transportation System's demand-response service.
4. Utilizing the Transit Productivity Advisory Committee, the TC/CAPC shall develop a strategy to increase the Public Transportation System's fare box ratio in FY 1986/87 and beyond.
5. The County of Tuolumne shall complete UMTA Section 18 grant applications and implement grant contracts in accordance with those priorities outlined in the TDP and per annual UMTA Section 18 "Program of Projects".
6. The TC/CAPC shall support efforts to improve marketing of all available public transit in Tuolumne County.
7. The TC/CAPC shall seek UMTA Section 8 funding for a tri-county study of foothill recreational area transit needs.
8. The TC/CAPC shall encourage the City of Sonora and County of Tuolumne to require large new developments to purchase and install bus shelters as part of their mitigation measures.
9. The County of Tuolumne shall seek service club and other private source funding for bus shelters which are needed throughout Tuolumne County.

10. The TC/CAPC shall approach Calaveras Transit regarding the potential of their agency providing weekend service within Tuolumne County.
11. The TC/CAPC shall research the cost effectiveness of funding local cabs to pick up Public Transportation System demand response riders when only one or two persons are scheduled for any given bus run.
12. Utilizing the Transit Productivity Advisory Committee, the TC/CAPC shall develop a strategy for providing social service and public transportation to and from the new County library being constructed on Greenley Road.
13. The TC/CAPC shall research how transportation to and from the Sierra Conservation Center is currently being provided in relation to family members of inmates and how such programs are coordinated with the organization known as the "Friends Outside".
14. The TC/CAPC shall encourage the County of Tuolumne to review the public and senior citizen transportation systems in order to assess the need for and feasibility of a full-time administrator/manager which could oversee both systems.
15. The TC/CAPC shall encourage the County of Tuolumne to develop basic standards for bus shelter construction and placement. The standards should have latitude for the variance of locations and settings, but provide some degree of uniformity even when constructed by a variety of developers or community groups.

F. FINANCIAL

The purpose of this section is to illustrate the financial programs used in providing the County's Public Transportation System and special public transportation studies. Funding for other public transportation programs are beyond the control of the TC/CAPC and the scope of this plan.

1. Discussion of Funding Sources.

- a. Local Transportation Fund (LTF). This program currently provides the major funding source for the operations and administration of the Public Transportation System. (See the discussion of TDA and LTF in the Streets & Highways Element of this Plan for more information on LTF and its allocation process.)
- b. State Transit Assistance Fund (STAF). As alluded to earlier, this program once provided the major funding source for the operations and administration of the

Public Transportation System. The future of this program as a reliable funding source has recently been called into question. (See discussion of TDA and STAF in the Streets & Highways Element of this Plan for more information on STAF and its allocation process.)

- c. Local Funds. Local funds in this section refers to the fare revenues collected on the Public Transportation System.
- d. Urban Mass Transportation Act (UMTA) Section 8. This federal program provides money for transportation planning purposes on an 80/20 matching basis. UMTA Section 8 dollars are allocated on a statewide competitive basis. Allocations can vary each year depending upon the amount of funding requested and the availability of UMTA Section 8 dollars for the entire state. These funds are requested through the annual Overall Work Program (OWP) process. Allocations over the past two years have averaged \$5,000 for use in developing the Tuolumne County TDP.
- e. Urban Mass Transportation Act (UMTA) Section 18. This federal program provides money for both capital and operating assistance for public transit programs. Tuolumne County's annual allocation of UMTA Section 18 dollars is expected to remain at \$15,000 over the next ten years. In addition to annual allocations, there also exists an UMTA Section 18 Discretionary Reserve from which funding can be requested. Unlike the annual allocation, discretionary funds are distributed on a state-wide competitive basis. In order to receive UMTA Section 18 dollars, specific projects must be outlined in the TC/CAPC UMTA Section 18 Program of Projects. The County of Tuolumne has traditionally used its annual allocations to subsidize operational expenses on the Public Transportation System on a 50/50 matching basis. Discretionary Reserve dollars have been utilized to purchase capital equipment (ie. vehicles, radios, etc...) on a 80/20 matching basis.

2. ESTIMATED REVENUES.

The limited dependability of UMTA Section 8, UMTA Section 18 and STAF dollars makes it difficult to accurately project public transportation revenue beyond one year. However, estimates have been made based on the most current information available and per the following assumptions: LTF - \$26,000 FY 1986/87, \$100,000 annually FY 1987/88 - FY 1991/92 and \$110,000 annually FY 1992/93 - FY 1996/97; STAF - \$89,000 (reserves) FY 1986/87 and \$35,000 annually FY 1987/88 - FY 1996/97; Local - \$15,000 FY 1986/87, \$17,500 annually FY 1987/88 - FY 1991/92 and \$20,000 annually FY 1992/93 - FY 1996/97; UMTA Section 8 - \$4,000 FY 1986/87, \$10,000 FY 1987/88 and \$5,000 annually FY 1988/89 - FY 1996/97; and UMTA Section 18 - \$25,000 FY 1986/87, \$15,000 FY 1987/88 and \$40,000 annually FY 1988/89 - FY 1996/97.

a) County of Tuolumne

(in thousands)

	<u>LTF</u>	<u>STAF</u>	<u>LOCAL</u>	<u>UMTA SEC. 8</u>	<u>UMTA SEC. 18</u>	<u>TOTALS</u>
1986/87	\$ 26	\$ 89	\$ 15	\$ 4	\$ 25	\$ 159
1987/88- 1991/92	500	175	88	30	175	968
1992/93- 1996/97	550	175	100	25	200	1050
TOTALS	<u>\$1076</u>	<u>\$439</u>	<u>\$203</u>	<u>\$ 59</u>	<u>\$400</u>	<u>\$2177</u>

3. ESTIMATED EXPENDITURES.

Total expenditures are estimated at the same relative level as total revenues.

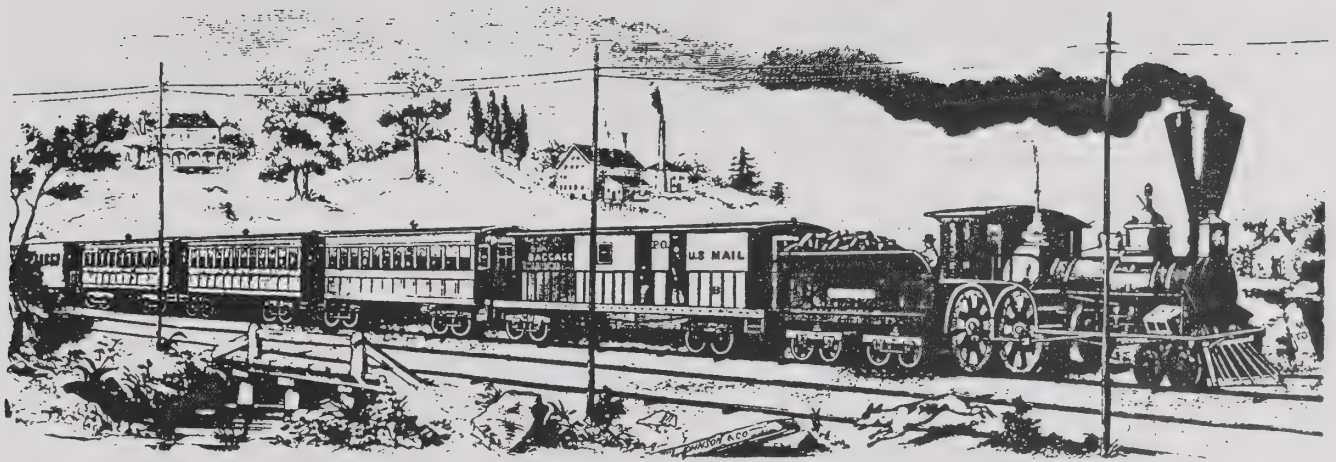
a) County of Tuolumne

(in thousands)

	<u>OPER/ADM</u>	<u>CAP IMP</u>	<u>PLANNING</u>	<u>TOTALS</u>
1986/87	\$ 141	\$ 13	\$ 5	\$ 159
1987/88- 1991/92	784	146	38	968
1992/93- 1996/97	863	156	31	1050
TOTALS	\$1788	\$315	\$74	\$2177

NEEDS MET BY EXISTING PUBLIC TRANSPORTATION

Transportation Program	Nature of Transportation Need Met	Clientele Group Served	Areas in the County Where Available	Number of Trips Per Day
Calaveras Transit	Inter-city service with points outside of the County	General Public	Services all of Tuolumne County out of Sonora year round and Pinecrest in the summer	2,800
Tuolumne County Public Transportation	General public transportation within the County	General Public	All of Tuolumne County except for the Groveland region	32,000
Private Cab Companies	Transportation to points inside and outside of the County	General Public	All of Tuolumne County with concentration in the Sonora region	25,000
Private Airline Companies	Inter-city service with points outside of the County	General Public	Services all of Tuolumne County out of Columbia Airport	1,000 (excluding Alexander Airlines)



VI.

Rail Element

VI. RAIL ELEMENT

A. INVENTORY

Existing Rail Facilities - Tuolumne County is currently served by the Sierra Railroad which operates between Oakdale, in Stanislaus County, and Standard in Tuolumne County (See Figure VI-1). Connections are made with both the Southern Pacific and the Santa Fe Railroad in Oakdale. The railroad includes 49 miles of track, three diesel locomotives and approximately 150 freight cars. The Sierra Railroad has been in operation since 1896. Located along the Sierra Railroad in Jamestown is the Railtown 1897 State Historic Park which includes a functional roundhouse, several steam engines and an inventory of vintage passenger and freight cars.

Commodity Flow - (See the Goods Movement Element on Page IX-1.)

Passenger Service - Passenger trains have not operated on the Sierra Railroad since 1939. As recently as 1985, however, excursion trains (eg. the Cannonball, the Wine and Cheese, the Twilight Limited and the Sierra Supper Special) had operated along the railroad in conjunction with the Railtown concessionaire. Since 1985, only a few excursion trains have been run on the railroad via the sponsorship of the Friends of the Sierra Railroad.

Movie Trains - The Sierra Railroad has a long history as a favorite location and resource for the movie and television industry. Use of the railroad for movie and television filming has dropped off dramatically in recent years due to unavailability of Railtown steam engines.

B. ISSUES

1. Need for upgrading of the Sierra Railroad track. As demonstrated in a 1985 Federal Railroad Administration grant application and per a physical inspection of the entire railroad completed in 1986 by the Woodside Consulting Group, the Sierra Railroad trackage is in need of considerable repair and upgrading. Without such repair, safe operations of any type of trains on the trackage may not be possible.
2. Poor financial condition of the Sierra Railroad. Over the past ten years, the Sierra Railroad has suffered substantial losses. Since the economic health of the railroad relies so heavily on its freight service, any future actions to revive passenger, excursion or movie train operation must occur so as to compliment and not conflict

with freight operations. Should freight operations on the railroad not prove profitable once again, the Sierra Railroad Company may be forced to sell out and terminate all operations on the railroad. That could have a negative effect on the economy of the entire county and make future operations of passenger, excursion and movie trains cost prohibitive.

3. Absence of a concessionaire at Railtown 1897 State Historic Park. Due primarily to the marginal profitability of operating Railtown Park, there has not been a concessionaire at Railtown since early 1985. Despite the best efforts of the State Department of Parks and Recreation, the future is uncertain as to whether or not a new concessionaire will be found. Without a concessionaire, excursion and movie train operations on the railroad will be minimal if not totally non-existent.
4. Operation of passenger and movie trains through and beyond the Louisiana Pacific lumber plant at Standard (M.P. 46). Per a 1982 agreement between the Sierra Railroad and the State of California, excursion and movie trains are not allowed to operate further east than M.P. 46 or the westerly edge of the Louisiana Pacific lumber plant at Standard. The Friends of the Sierra Railroad, however, would like to extend operations over either the existing or relocated tracks on Louisiana Pacific property and make Tuolumne City, M.P. 57, the new eastern end of the line. Both Louisiana Pacific and the Sierra Railroad oppose any such operations on Louisiana Pacific property as it would present operational, safety and increased liability problems to freight operations at the plant.

C. OBJECTIVE & POLICIES

Objective

Promote growth and safety of all uses of the Sierra Railroad.

Policies

1. Support and encourage state and federal grant applications aimed at the upgrading and rehabilitation of Sierra Railroad trackage.
2. Support the revival of passenger, excursion and movie train operations on the Sierra Railroad to the extent that such operations themselves can be proven cost-effective and do not conflict with freight operations on the Railroad.

D. PAST PLAN ACCOMPLISHMENTS

1. The TC/TCPC sponsored a study of the current condition and best future uses of the Sierra Railroad. The "Sierra Railroad Railway Study" was completed by the Woodside Consulting Group in 1986.
2. In accordance with recommendations contained in the Sierra Railroad Railway Study and per policies contained in the 1984 RTP, two committees have been established to work towards facilitating Sierra Railroad operations both from freight and excursion/movie standpoints.
3. The Sierra Railroad Railway Study concluded that a rail-bus/passenger train service on the Sierra Railroad would duplicate existing Greyhound and public transportation services and would not be a cost effective proposition.

E. FUTURE ACTIONS

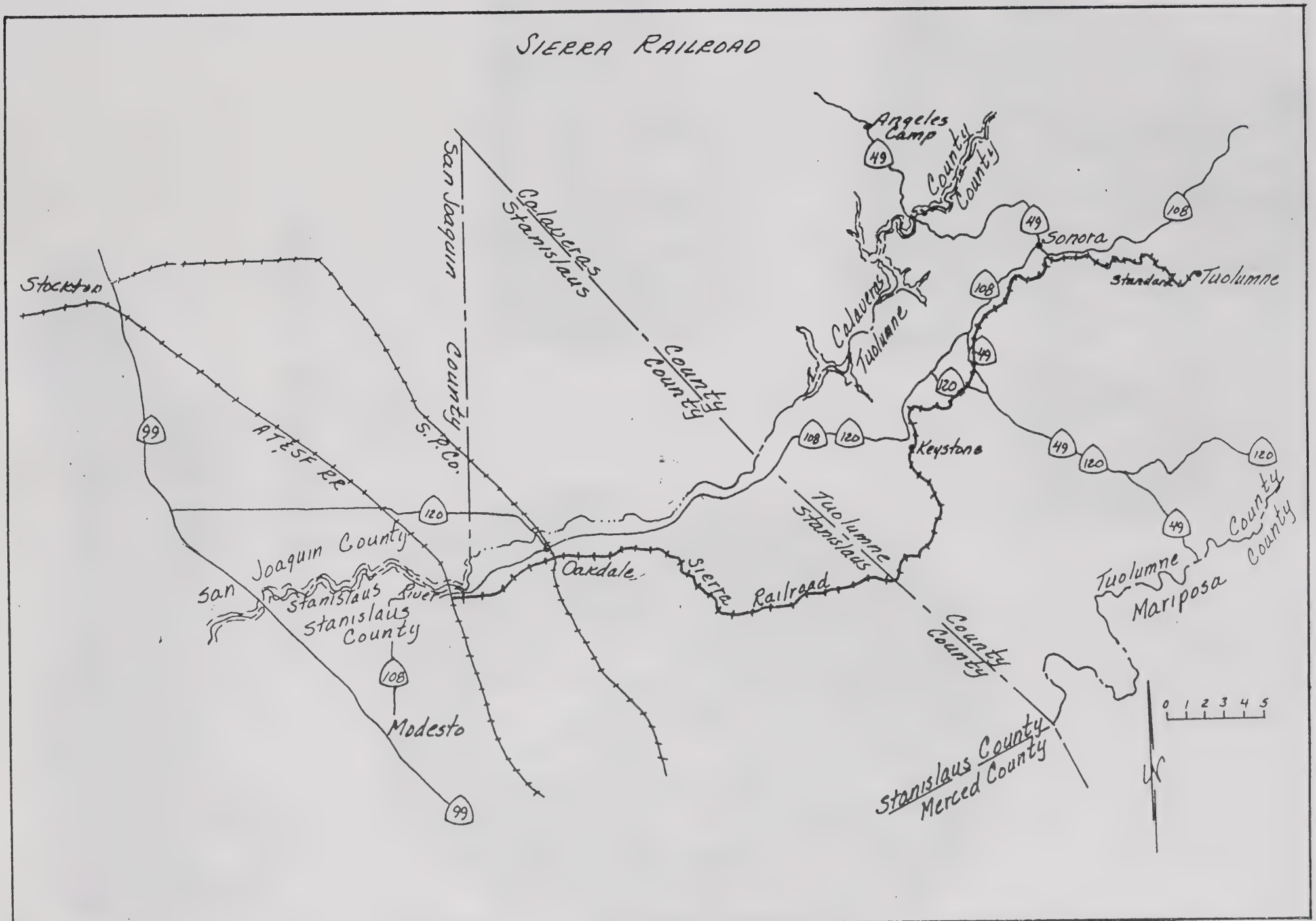
1. The TC/CAPC shall support all state and federal grant applications aimed at the upgrading and rehabilitation of the Sierra Railroad trackage.
2. The TC/CAPC shall continue to sponsor committees aimed at facilitating all facets of Sierra Railroad operations.

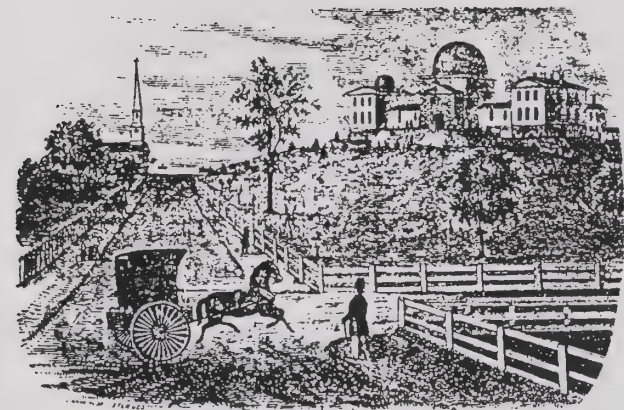
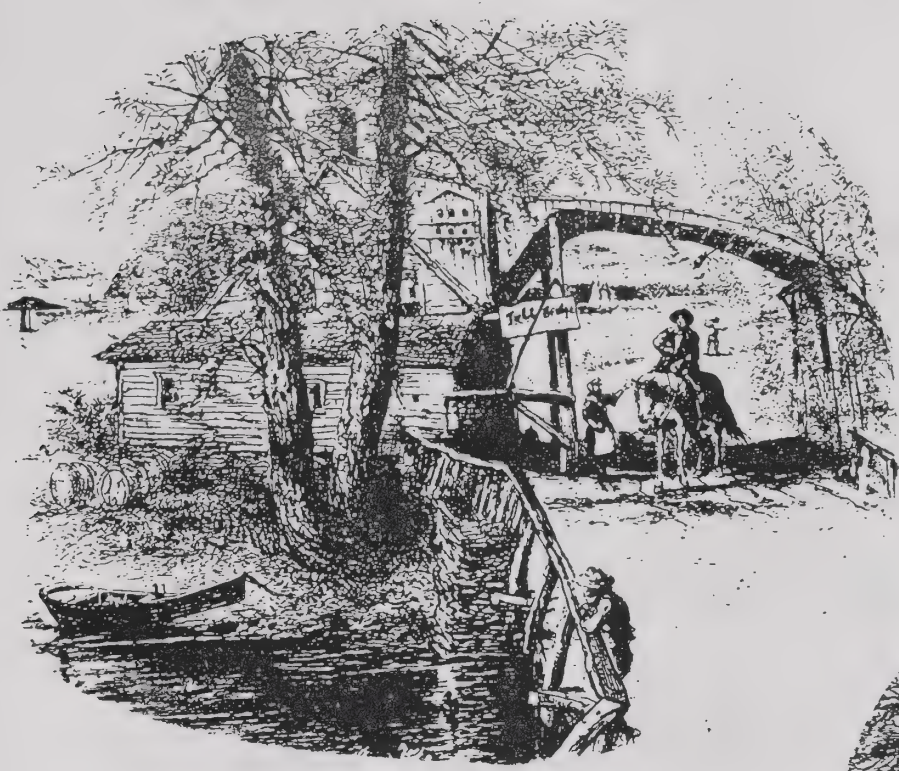
F. FINANCIAL

The TC/CAPC and its member agencies have no direct control over rail improvements and financing. Local agencies are not operators of railroads.

Under the Transportation Development Act, local agencies may provide Local Transportation Funds to subsidize rail passenger service, but this is not seen as a priority for the use of such funds.

FIGURE VI-1





VII.

Streets & Highways Element



VII. STREETS & HIGHWAYS ELEMENT

A. INVENTORY

The basic street and highway network in Tuolumne County is comprised of a combination of approximately 139 miles of state highways, 600 miles of maintained County roads and 22 miles of maintained City streets. Beyond this basic system, there also exists several hundred additional miles of federal (BLM and Forest Service) and privately owned roads.

When these roads are grouped by category, they form the functional system of roadways for Tuolumne County. A brief summary of each functional category, as defined by AASHTO, and a list of those County roads classified within each category follows:

Rural Principal Arterial

The rural principal arterial system consists of a network of routes functioning primarily for the movement of through traffic, usually on continuous routes, with trip length and density capacities suitable for substantial statewide or interstate travel.

* State Highway 120

Rural Minor Arterial

The rural minor arterial functions in conjunction with the principal major arterials to form a network providing high speed, high volume travel corridors for movement between traffic generators such as cities, large towns and resort areas, and uninterrupted intercounty travel. Rural minor arterials are spaced consistent with population density to provide a relatively high level of service to all developed areas of the State.

* State Highway 49

* State Highway 108

* State Highway 132

Rural Collector

Rural collector routes provide service between local roads and the arterial system and are primarily important for intracounty travel. These routes are subclassified as follows:

Major Collector. These routes function as corridors for through traffic within local areas providing service to towns and other major traffic generators within the County which are not directly served by the arterial system. They also serve to link minor collectors and local access roads with nearby towns and communities or the arterial system.

- * Black Oak Road (Tuolumne Rd. to Soulsbyville Rd.)
- * Bonds Flat Road
- * Ferretti Road
- * Greenley Road
- * Jacksonville Road (Hwy. 120 to Seco Street, Jamestown)
- * Jamestown Road
- * La Grange Road
- * Limekiln Road (Campo Seco Rd. to Sonora City limits)
- * Longeway Road (Soulsbyville Rd. to South Fork Rd.)
- * Longeway Road (Middle Camp Road to Phoenix Lake Road)
- * Middle Camp Road (Longeway Rd. to Joaquin Gully Rd.)
- * O'Byrnes Ferry Road
- * Parrotts Ferry Road
- * Phoenix Lake Road
- * Rawhide Road
- * Smith Station Road
- * Soulsbyville Road
- * South Fork Road (Longeway to Middle Camp Rd.)
- * Standard Road
- * Tuolumne Road
- * Tuolumne Road North
- * Twain Harte Drive

Minor Collector. These routes generally serve lower density areas and therefore do not have the traffic volume that major collectors do. Minor roads often serve to funnel traffic from groups of local roads onto the major collector and arterial routes. Minor collectors should be spaced to bring all developing areas of the County within reasonable distance of major collectors or arterial routes.

- * Algerine Road (Twist Rd. to Algerine Wards Ferry Rd.)
- * Algerine Wards Ferry Rd. (Limekiln Rd. to Wards Ferry Rd.)
- * Bear River Drive (Crestview Drive to Crystal Falls Drive)
- * Big Hill Road
- * Buchanan/Fish Hatchery Road (Tuolumne City to Forest Svc.)
- * Cabezut Road (maintained portion)
- * Campo Seco Road
- * Cherokee Road (Tuolumne Rd. to Tuolumne Rd. North)
- * Creekside Drive (Phoenix Lake Road to Crestview Drive)
- * Crestview Drive (Bear River Drive to Creekside Drive)
- * Crystal Falls Drive (Longeway Rd. to Bear River Drive)
- * Dodge Ridge Road
- * Fuller Road (Little Fuller Rd. to Joaquin Gully Rd.)
- * Hess Avenue (Tuolumne Rd. to Phoenix Lake Rd.)

- * Hunts Road (Longeway Road to Twain Harte Drive)
- * Joaquin Gulley Road
- * Kewin Mill Road (maintained portion)
- * Limekiln Road (Campo Seco to Algerine Wards Ferry Rd.)
- * Little Fuller Road (South Fork Rd. to Fuller Rd.)
- * Longeway Road (Middle Camp Rd. to South Fork Rd.)
- * Lyons Bald Mountain Road (maintained portion)
- * Main Street, Jamestown
- * Middle Camp Sugar Pine Road (Joaquin Gully to Hwy 108)
- * North Sunshine
- * Old Priest Grade
- * Pinecrest Lake Road (Hwy 108 to Pinecrest Lake)
- * Priest Coulterville Road (maintained portion)
- * Racetrack Road (Jamestown Rd. to Sonora city limits)
- * Red Hill Road
- * Ridgewood Road (maintained portion)
- * Sanguinetti Road (Old Wards Ferry Rd. to Bypass Loop Rd.)
- * Sawmill Flat Road
- * Seco Street (Jacksonville Rd. to Main St., Jamestown)
- * Shaws Flat Road (Springfield Rd. to Sonora City limits)
- * Springfield Road (Parrotts Ferry Rd. to Shaws Flat Rd.)
- * Twist Road
- * Wards Ferry Rd. (Algerine/Wards Ferry Rd. to Tuolumne Rd.)
- * Woodham Carne Road (Yosemite Rd. to Tuolumne Rd.)
- * Yankee Hill Road (Parrotts Ferry Rd. to Big Hill Rd.)
- * Yosemite Road (Wards Ferry Rd. to Tuolumne City)

Rural Local Road. The rural local road system primarily provides direct access to residential property and other areas which are not directly served by the collector or arterial system. Local roads make up the majority of the County road system, accounting for approximately 370 miles.

Local roads are all those County roads not classified under the Arterial or Collector categories.

Figures VII-1 through VII-3 outline the relative location of Tuolumne County's arterial and collector roads.

It should be noted that the City of Sonora does not classify its street system per either the urban or rural functional categories. For the purpose of the RTP, however, a map has been prepared which shows major city streets and/or high volume residential streets (see Figure VII-4). These streets are also listed below:

- * Stewart Street
- * Lyons Street
- * Snell Street
- * Shaws Flat Road
- * South Washington Street-Lime Kiln Road
- * Bradford Street
- * Green Street

One last special category or classification which should be addressed in this inventory is that of scenic highway. A scenic highway is one which traverses an area of outstanding scenic quality. The following three roadways are locally designated scenic highways in Tuolumne County (See Figure VII-5):

State Highway Route 49. This route traverses the western foothills and Mother Lode and connects many historical sites and towns. This highway shall be designated as a Scenic Highway from the northern boundary of the City of Sonora to the Calaveras County line. This highway is shown on the Master Plan of "State Highways Eligible for Official Scenic Highway Designation".

State Highway Route 108. The Sonora Pass Highway, from the westerly beginning of the four lane highway near Camp Sunshine easterly into Mono County. This, like State Route 49 described above, gives access and exposure to spectacular mountain country. This route is also on the State Scenic Highway Master Plan.

Old Highway 120. From east of Hardin Flat to the new Highway 120, this highway provides exposure to sites and views of historic interest and scenic value.

Land use restrictions on locally designated scenic highways and lands adjacent to them shall only apply to lands in non-priority areas designated on the Tuolumne County General Plan Maps.

B. ISSUES

1. Increased demand for LTF dollars for the Public Transportation System and the resulting loss of revenue for application towards County road maintenance. Due primarily to the loss of State Transit Assistance Fund (STAF) dollars, the Public Transportation System will require additional Local Transportation Fund (LTF) dollars to meet its budget requirements. Stated simply, every dollar of LTF used on the Public Transportation System is one less dollar for use on County roads. By way of magnitude, the Public Transportation System needed only \$15,000 of LTF dollars in FY 1985/86 and \$26,000 in FY 1986/87. In FY 1987/88, the Public Transportation System will require approximately \$100,000 of LTF dollars. State law specifies that LTF can not be used for streets and road purposes until local transit needs have been met. (See Public Transportation Element - Issue #3 on page V-3)
2. Threatened loss of forest reserve dollars for County road maintenance purposes. For the second straight year, the President's proposed budget calls for a reduction in the

amount of forest reserve dollars to be shared with the County. The current proposal would reduce forest reserve dollars shared locally by 88%. This would result in a loss of approximately \$590,000 per year to the County's road budget.

3. Need for additional financing for local road maintenance and improvement projects. Local road maintenance and improvement project needs have and continue to exceed existing revenue sources available to meet such needs. The present deficiency when coupled with the certain loss of LTF dollars and the potential loss of forest reserve dollars, more clearly than ever indicate the need for new and/or expanded revenue sources for road work. Not to be overlooked, however, is the need to continue to explore all avenues for making the most efficient and effective use of existing road revenues.
4. Establishment of development fees to help finance major road improvements. There is a need to establish development mitigation fees throughout the County for use in financing major road improvements. While such fees need to be established in the very near future, this must be done in a manner which lends to the collection of sufficient money to construct needed improvements but is also defensible in terms of equity. Therefore, future development mitigation fees should be designed so as to ensure that a given development is contributing sufficient funds to construct those improvements necessary to mitigate the additional burden placed on the road system by that particular development.
5. Use of local funds towards construction of major improvements on Mono Way (Highway 108). Much controversy has surrounded recent proposals to utilize local funds to construct major improvements on Mono Way (Highway 108). Some insist that Mono Way is a State facility and therefore the State should be held responsible for financing major improvements on it. The California Transportation Commission (CTC) and Caltrans, however, have taken the position that they are meeting their responsibility by constructing the \$18 million Sonora Bypass and by preparing to fund and construct the \$29 million Sonora Bypass Extension. As portions of Mono Way are bypassed, the State will turn over the bypassed portions of Mono Way to local ownership and control. The CTC and Caltrans have also stated that local insistence for the State to fund improvements on Mono Way may very well jeopardize the future construction of the Sonora Bypass Extension. Simply stated, the County can not have it both ways. A firm policy position should be adopted by the TC/CAPC in regards to this matter.

6. Critical need for improvement of Mono Way (Highway 108) between Fir Drive and Phoenix Lake Road. Upon completion of the Sonora Bypass in late 1987 or early 1988, a new intersection will be created where the Bypass joins Mono Way (just east of Fir Drive). Along with the congestion which will inevitably occur with this new intersection, a potentially hazardous situation may exist when high speed traffic east-bound on the Bypass meets the unimproved two lane section of Mono Way between Fir Drive and Tuolumne Road. Construction of the new five lane Sullivan Creek Bridge will somewhat improve this situation, however, widening of Mono Way between Fir Drive and Phoenix Lake Road will also be necessary to adequately meet this areas traffic needs. Furthermore, despite coordination efforts, the Bypass will be completed prior to completion of the Sullivan Creek Bridge Replacement project. This will further complicate traffic problems in this area.
7. Use of unallocated LTF reserves and programmed FAS dollars. At the end of FY 1986/87, it is estimated that the City of Sonora and County of Tuolumne will have combined unallocated LTF reserves in the amount of \$2,938,000. However, both agencies are expected to submit claims in FY 1987/88 for use of a portion of these dollars in funding their yet to be claimed local share cost of 1986 STIP projects. See the breakdown provided below:

	<u>City of Sonora</u>
1986/87 LTF Reserves	\$383,000
Less: Lime Kiln/Hwy 108 Intersection	<u>-\$300,000</u> est.
Balance	\$ 83,000
	<u>County of Tuolumne</u>
1986/87 LTF Reserves	\$2,555,000
Less: Sull. Crk. Bridge Replacement	<u>-\$ 585,000</u> est.
Balance	\$1,970,000

The \$83,000 balance is available for use by the City for either capital improvements or street maintenance projects. While not formally allocated, the County has kept its \$1,970,000 LTF balance available for potential use with \$2,500,000 in programmed FAS dollars for funding the \$4,600,000 Greenley Road Extension - North project. Other potential uses of the County's LTF balance include: 1) major road improvement projects found on Figure VII-7; and 2) road maintenance projects. It is anticipated that

the County will not commit its available balance of LTF dollars to any project until the "merits of the project" hearing on the Greenley Road Extension has been completed.

8. Identification and enforcement of traffic mitigation measures for government sponsored development. Government should not be exempt from the same standards for traffic mitigation used with respect to private development. However, cases can be cited in which government sponsored development occurred without the same type of traffic mitigation that would have been required of private development. A prime example of this is the recent expansion of the Dodge Ridge Ski Resort which is located on U.S. Forest Service land. Due to the federal governments primacy over the State and County, this particular project was not required to pay for or construct improvements on Highway 108 as mitigation of increased traffic impacts.
9. Need for Concentrated Study of Roadway Development in the Greenley Basin Area and Snell Street/Racetrack Road Area. Due to the intense development pressures being felt in the Greenley Basin Area and Snell Street/Racetrack Road Area, the City of Sonora and County of Tuolumne are faced with the need to accelerate and concentrate traffic circulation and road engineering study efforts within these areas. This may require that a staff generated study be completed for these particular areas in advance of and/or parallel to the TC/CAPC sponsored County-wide Circulation Study which is planned for completion sometime in FY 1987/88.

C. OBJECTIVE & POLICIES

Objective

To provide a street and highway system that is safe, efficient and coordinated to meet the transportation needs and environmental concerns within the County.

Policies

1. The needs of street and road users will be regularly assessed by local Planning Departments and Transportation Departments in the development review process.
2. The County Department of Transportation and Engineering Services, in conjunction with Caltrans, will regularly conduct assessments of the current status of the highway system to determine the current level of needs in the system, and report those needs to the TC/CAPC.

3. The TC/CAPC shall set forth its recommendations for the future of the County's streets and highway system in each update of the RTP.
4. Local Transportation Departments will maintain an awareness of those portions of the streets and highway system which experience an unusual number of motor vehicle traffic accidents, design necessary improvements, and implement necessary improvements in a timely manner.
5. The TC/CAPC shall encourage the identification and implementation of mitigation measure for all projects encroaching upon local arterial and collector roads.

D. PAST PLAN ACCOMPLISHMENTS

1. Construction began on the \$18 million Sonora Bypass during the Summer of 1986.
2. The \$1.3 million Sullivan Creek Bridge Replacement project was placed in the STIP in 1985 at a cost sharing of \$325,000 (25%) State and \$925,000 (75%) County. Some right of way has been purchased and engineering for the project is underway.
3. The \$600,000 S. Washington Street/Lime Kiln Road/Highway 108 intersection project was placed in the STIP in 1986 at a cost sharing of \$300,000 (50%) State and \$300,000 (50%) City of Sonora. Preliminary engineering work and environmental review for the project is underway.
4. A draft "precise plan" for the five lane widening of Mono Way (Highway 108) was developed in a cooperative venture between Caltrans and the County of Tuolumne.
5. In accordance with its designation as a CTC "Long Lead Study List" project, preliminary engineering and environmental review work on the Sonora Bypass Extension project was started.
6. The County of Tuolumne completed its review of the EIR for the Greenley Road Extension - North project and a letter was forwarded to FHWA recommending that FHWA certify the EIR.
7. The East Sonora Traffic Circulation Study was completed in 1985 which outlined the need for several major improvements to Mono Way (Highway 108), Phoenix Lake Road and Tuolumne Road. Also recommended were two extensions of Cabezut Road and the Sonora Bypass Extension. The proposed extension of Terrace Drive to Sanguinetti Road was specifically rejected as a viable alternative. The study went on to recommend that these improvements be financed by a combination of development mitigation fees

and a local one cent sales tax.

8. Route Concept Reports for both Highway 120 and Highway 132 were completed by Caltrans and reviewed by the TC/CAPC.
9. In January 1986, the Board of Supervisors adopted the "Tuolumne County Road Improvement Plan". This plan, later updated in July 1986, recommended that virtually every road improvement contained in the 1984 RTP and the East Sonora Traffic Circulation Study be constructed via a combination of development mitigation fees and a local one cent sales tax.
10. The "Tuolumne County Road Facility Improvement Act" (AB 3937, 1986 - N. Waters) was introduced and passed allowing for a local election on a one cent sales tax measure for road improvements.
11. Both the City of Sonora and County of Tuolumne approved Road Expenditure Plans and placed the financing of same via a one cent sales tax before local voters in the form of Measures D and G. On November 4, 1986, both measures were defeated by a 3 to 1 margin.
12. In October 1986, the Board of Supervisors formally adopted a policy to require all new development to sign agreements stating that they "promise to pay" their fair share of future road improvement costs through road impact fees. Appropriate fees were to be established through a future study. The Sonora City Council also agreed to participate in the preparation of such a study.
13. AB 3303 (1986 - N. Waters) was introduced and passed which will allow the use of LTF dollars to fund improvements on that portion of existing Highway 108 which will be paralleled by the Sonora Bypass and Sonora Bypass Extension.
14. The Board of Supervisors actively supported several pieces of legislation aimed at increasing Tuolumne County's road revenue sources. Three notable pieces of legislation that were supported include: 1) SB 290 (J. Foran) - would have raised the State tax on gasoline sales by five cents; 2) the original version of SB 300 (J. Foran) - would have changed the formula by which existing gas tax revenues are allocated statewide bringing more money to Tuolumne County; and 3) the amended version of SB 300 (J. Foran) - was passed into law and brought special, one-time allocations of State funds to the City and County for use on street and road maintenance projects.

15. The Greenley Road/Highway 108 traffic light was installed and related intersection improvements constructed.
16. The environmental review process was completed and an engineering contract awarded for the Sullivan Creek Bridge Replacement project.
17. The environmental review process was completed for the Greenley Road Extension - South project.

E. FUTURE ACTIONS

1. Complete the proposed study of Tuolumne County Road Circulation/Maintenance Needs and Financing Alternatives as outlined in the related RFP approved by the TC/CAPC on January 27, 1987. A primary goal of this study is to establish a well researched, consistent and defensible basis upon which county-wide development mitigation fees can be adopted by both the Sonora City Council and the Board of Supervisors.
2. Utilizing findings from the study mentioned in Action #1, input from public hearings and working very closely with the TC/CAPC's Citizen Advisory Committee, a new county-wide road plan shall be developed.
3. By adopting the 1986 RTP, the TC/CAPC is also adopting the "Short and Long Range Road Improvement Plans" for both the City of Sonora and County of Tuolumne (see Tables VII-6 and VII-7). However, upon completion of Actions #1 and #2, these road improvement plans will be amended accordingly.
4. Now that the FHWA has approved the Greenley Road Extension - North EIR, the Board of Supervisors will schedule the "merits of the project" hearing and move quickly towards making a final decision on the project.
5. By adopting the 1986 RTP, the TC/CAPC is also adopting the "Short and Long Range Highway Improvement Plan" for the State of California (see Figure VII-8). It should be noted that project priorities #1-3 are in the 1986 STIP and project priorities #4-5, the Sonora Bypass Extension - Phases 1 & 2, are on the CTC's Long Lead Time Study List.
6. The Sonora Bypass is planned for completion before the end of FY 1987/88.
7. The Sullivan Creek Bridge Replacement project is planned for completion by late FY 1987/88 or early FY 1988/89.
8. The S. Washington Street/Lime Kiln Road/Highway 108 intersection project is planned for completion during FY 1988/89.
9. The TC/CAPC shall begin to seek CTC programming of Phase 1 of the Sonora Bypass Extension in the 1987 STIP.
10. The TC/CAPC and the County of Tuolumne shall work with Caltrans towards selecting a preferred route between the northern and southern alternatives for the Groveland Bypass.

11. The County of Tuolumne shall adopt a final precise plan for the five lane widening of Mono Way.
12. The TC/CAPC and the County of Tuolumne shall resist efforts to reduce Tuolumne County's share of Forest Reserve dollars.
13. The TC/CAPC and the County of Tuolumne shall and the City of Sonora is encouraged to continue to support legislation aimed at increasing revenues for local road maintenance and improvements.
14. The County of Tuolumne shall and City of Sonora is encouraged to complete updates to their respective road standards. Preparation of City and County road standards should be coordinated so as to encourage local consistency.
15. All proposals for new development in the unincorporated areas of the County shall be required to identify the projected traffic impacts of the development.
16. The County Planning Department will forward a copy of each development request to the Department of Transportation and Engineering Services and Caltrans, for comment on the anticipated impact from the development.
17. The County Planning Department will either deny such requests or require such mitigation measures as will be necessary or appropriate in keeping with the policies of the appropriate jurisdiction.
18. The County Planning Department shall collect road assessment sums from developers in accordance with policies developed.
19. Action shall be taken to ensure that both the existing and proposed street configurations serve the ultimate functions they are intended to serve by protecting their alignments from encroachment.
20. The TC/CAPC shall direct staff to approach Caltrans regarding the development of an agreement which will assure that appropriate traffic mitigation measures are developed and constructed by development projects encroaching upon all state highways within Tuolumne County. Particular emphasis will be given to those development projects occurring on Highway 108.
21. The TC/CAPC shall direct its staff to investigate the implications of a policy which states that "no road improvement project shall be placed on any of the RTP's

adopted road improvement plan lists prior to having preliminary engineering and initial study environmental reports completed on each project".

22. The TC/CAPC shall work with the County of Tuolumne in developing a policy aimed at reducing road maintenance miles and/or limiting acceptance of roads in new development projects to those new roads which will clearly benefit the County's overall transportation system.
23. The TC/CAPC shall investigate the possibility of the development of a new formula for the distribution of forest reserve dollars to the County which more realistically reflects forest related impacts on the local streets and highway system. Included in this research will be consideration of establishing a guaranteed minimum annual allocation to the County.
24. The County of Tuolumne shall and the City of Sonora is encouraged to cooperate in a study to develop precise improvement plans for those roads of mutual interest (e.g. Roads in the Greenley Basin Area, the Snell Street/Racetrack Road Area, etc.). Development potential should be considered in planning roadway improvements.
25. The TC/CAPC shall support and actively participate in the Caltrans System Planning efforts.

F. FINANCIAL

The purpose of this section is to outline the financing available for use in maintaining and expanding Tuolumne County's street and highway network.

1. Discussion of Funding Sources

- a. Federal Aid Secondary (FAS). This Federal program provides a limited amount of dollars for maintenance and expansion of certain State-approved County roads. Usually, a road must have at least a major collector designation for it be eligible to have FAS dollars expended on it. Over the past several years, all Tuolumne County FAS dollars have been accumulated for use in constructing the Greenley Road Extension - North.
- b. Forest Reserve. This Federal program provides a limited amount of dollars to be included in the County road budget and can be expended on any road maintenance or construction project in the County. Yearly fund totals are based on a percentage of total Forest Service timber sales for that year.

- c. Federal Highway Bridge Replacement and Rehabilitation Program (Federal Bridge Program). This Federal program provides a limited amount of dollars for the replacement and rehabilitation of local bridges. Allocations of these dollars are done on a Statewide competition basis. This program has an 80% (federal) and 20% (local) matching requirement.
- d. Gas Tax. This program provides a large amount of the County's total street and road maintenance and construction dollars. Yearly allocations are based on the revenue from State gasoline tax and distributed per formulas appearing in sections 2104, 2106, 2107 and 2107.5 of the California Revenue and Taxation Code.
- e. Motor Vehicle In Lieu Tax. This program provides both the City and County with a significant funding source. While Motor Vehicle In Lieu Tax dollars are derived from transportation related sources, state law stipulates only that these dollars be used for "county and city purposes". Therefore, these dollars are placed in the general funds of both the City and County.
- f. Transportation Development Act (TDA). TDA provides two major sources of funding for County transit and street and road programs." The first, the Local Transportation Fund (LTF), has been in existence since 1972. The second, the State Transit Assistance Fund (STAF) came into being in 1980. Prior to the allocation of any TDA dollars towards street and road projects, the TC/CAPC must determine that there are no "unmet transit needs" in the County that are "reasonable to meet". The following is an excerpt from TC/CAPC Resolution #61, in which the TC/CAPC establishes its definitions for "unmet transit needs" and "reasonable to meet".

"Pursuant to Section 6658(c), the Council has defined unmet transit needs as all essential trip requests by transit dependent persons for which there is no other available means of transportation.

Pursuant to Section 6658(c), the Council has defined the term transit needs reasonable to meet as pertaining to all public and/or special transportation services that:

- 1) Can be proven operationally feasible;
- 2) Can demonstrate community acceptance;
- 3) Would serve a significant number of the population;
- 4) Can be proven to be economical; and
- 5) Can demonstrate cost effectiveness by having a ra-

tio of fare revenue to total operational cost of at least ten percent."

Local Transportation Fund (LTF). LTF dollars are available for use on bicycle and pedestrian projects, transit operations, and street and road projects. The fund is derived from 1/4 of one cent of the 6% retail sales tax. The lump sum of these monies returned to the County is apportioned to the City and County by population.

State Transit Assistance Fund (STAF). STAF dollars are available as a second or supplemental source of TDA funding for transit and street and road programs. Certain dollars derived from the State-wide sales tax are appropriated to the Secretary of the Business, Transportation and Housing Agency for allocation by formula to each RTPA. The lump sum of these monies returned to the TC/CAPC are apportioned to the County in order to fund the Tuolumne County Public Transportation System. This revenue source is less dependable than LTF dollars. In fact, no new STAF dollars were allocated to the County in FY 1986/87.

- g. Local Funds. Local funding is derived from five sources: 1) general fund transfers; 2) fees; 3) fines; 4) interest; and 5) misc. grant income. This funding source can vary greatly from year to year. One could state that all or a portion of the Motor Vehicle In Lieu Tax dollars collected and placed into the general fund are eventually used for street and road purposes through general fund transfers to road accounts.
- h. Private Development. As discussed previously, private development has and will continue to contribute towards road improvements. For the purpose of this financial section, references to private development contributions pertain only to previously fixed contributions made towards arterial and collector road improvements.
- i. SB 300. During the last legislative session, SB 300 was passed which gave cities and counties a special one-time allocation of dollars for use in street and road maintenance programs. Both the City and County will complete their SB 300 work in FY 1986/87.
- j. State Highway Fund. This program provides the dollars for all highway improvement projects within the County which cost \$250,000 or more. The California Transportation Commission (CTC) controls these dollars through the State Transportation Improvement Program (STIP) process. The STIP is a five year construction plan and budget for all State highways. Over the past

several years, there have appeared to be four major characteristics related to those projects which were included in the STIP: 1) the project was located in a County which was listed as a deficit County in relation to County minimum calculations; 2) the project was the first priority for STIP funding on the County's highway improvement list contained in their RTP; 3) Caltrans concurred with the project being programmed; and 4) the City and/or County promoting the project was willing to share some portion of the cost of the projects.

2. Estimated Revenues

Revenue estimates for the City of Sonora were developed by TC/CAPC staff in consultation with the City Finance Director. (See Figure VII-9 for detailed breakdown of estimates) Revenue estimates for the County of Tuolumne were developed by TC/CAPC staff in consultation with staff from the County's Department of Transportation and Engineering Services. (See Figure VII-10 for detailed breakdown of estimates) Prior year reserve dollars have been included in 1986/87 revenue estimates for both the City and County. State revenue estimates coincide with anticipated STIP expenditures per the estimated project costs and funding periods shown on Figure VII-8. State project cost estimates were taken from the February 19, 1986 Caltrans - District 10 Candidate Listing.

a) 1986/87 Estimates

(In Thousands)

	<u>SONORA</u>	<u>COUNTY</u>	<u>STATE</u>
FAS	\$ 0	\$ 2,500	\$ 0
Forest Reserve	0	670	0
Federal Bridge Program	0	110	0
Gas Tax -			
2104	0	633	0
2106	56	227	0
2107	72	0	0
2107.5	1	0	0
LTF	485	3,190	0
Local Funds	110	966	0
Private Development	0	140	0
SB 300	9	580	0
State Highway Fund	0	0	16,629
TOTALS	\$733	\$9,016	\$16,629

b) 1987/88 - 1991/92 Estimates

(In Thousands)

	<u>SONORA</u>	<u>COUNTY</u>	<u>STATE</u>
FAS	\$ 0	\$ 2,000	\$ 0
Forest Reserve	0	3,350	0
Federal Bridge Program	0	0	0
Gas Tax			
2104	0	3,532	0
2106	127	1,207	0
2107	199	0	0
2107.5	5	0	0
LTF	286	1,843	0
Local Funds	550	3,000	0
Private Development	0	104	0
SB 300	0	0	0
State Highway Fund	0	0	21,525
TOTALS	\$1,167	\$15,036	\$21,525

c) 1992/93 - 1996/97 Estimates

(In Thousands)

	<u>SONORA</u>	<u>COUNTY</u>	<u>STATE</u>
FAS	\$ 0	\$ 2,000	\$ 0
Forest Reserve	0	3,350	0
Federal Bridge Program	0	0	0
Gas Tax -			
2104	0	3,901	0
2106	139	1,332	0
2107	223	0	0
2107.5	5	0	0
LTF	335	2,164	0
Local Funds	550	3,000	0
Private Development	0	0	0
SB 300	0	0	0
State Highway Fund	0	0	\$10,039
TOTALS	\$1,252	\$15,747	\$10,039

3. Estimated Expenditures

Total expenditures are estimated at the same relative level as estimated total revenues. Expenditure distributions were developed using State road reports completed by the City of Sonora, the "1986/87 Work Program" for Tuolumne County Engineering and Road Services, anticipated capital improvements for both the City and County, and per the nature of each state highway project contained on Figure VII-8.

a) 1986/87 Estimates

(In Thousands)

	<u>OPER/ADM</u>	<u>REHAB/ MAINT</u>	<u>CAP IMP</u>	<u>TOTAL</u>
Sonora	\$ 35	\$ 315	\$ 0	\$ 350
County	93	3,490	298	3,821
State	0	500	16,129	16,629
TOTALS	<u>\$128</u>	<u>\$4,245</u>	<u>\$16,427</u>	<u>\$20,800</u>

Special note should be made that \$383,000 in Sonora LTF dollars and \$5,195,000 in County dollars (\$2,500,000 FAS + \$2,555,000 LTF + \$140,000 Private Development) will be carried over for expenditure during the FY 1987/88 - FY 1991/92 period. (See Issue #7 of this element).

b) 1987/88 - 1991/92 Estimates

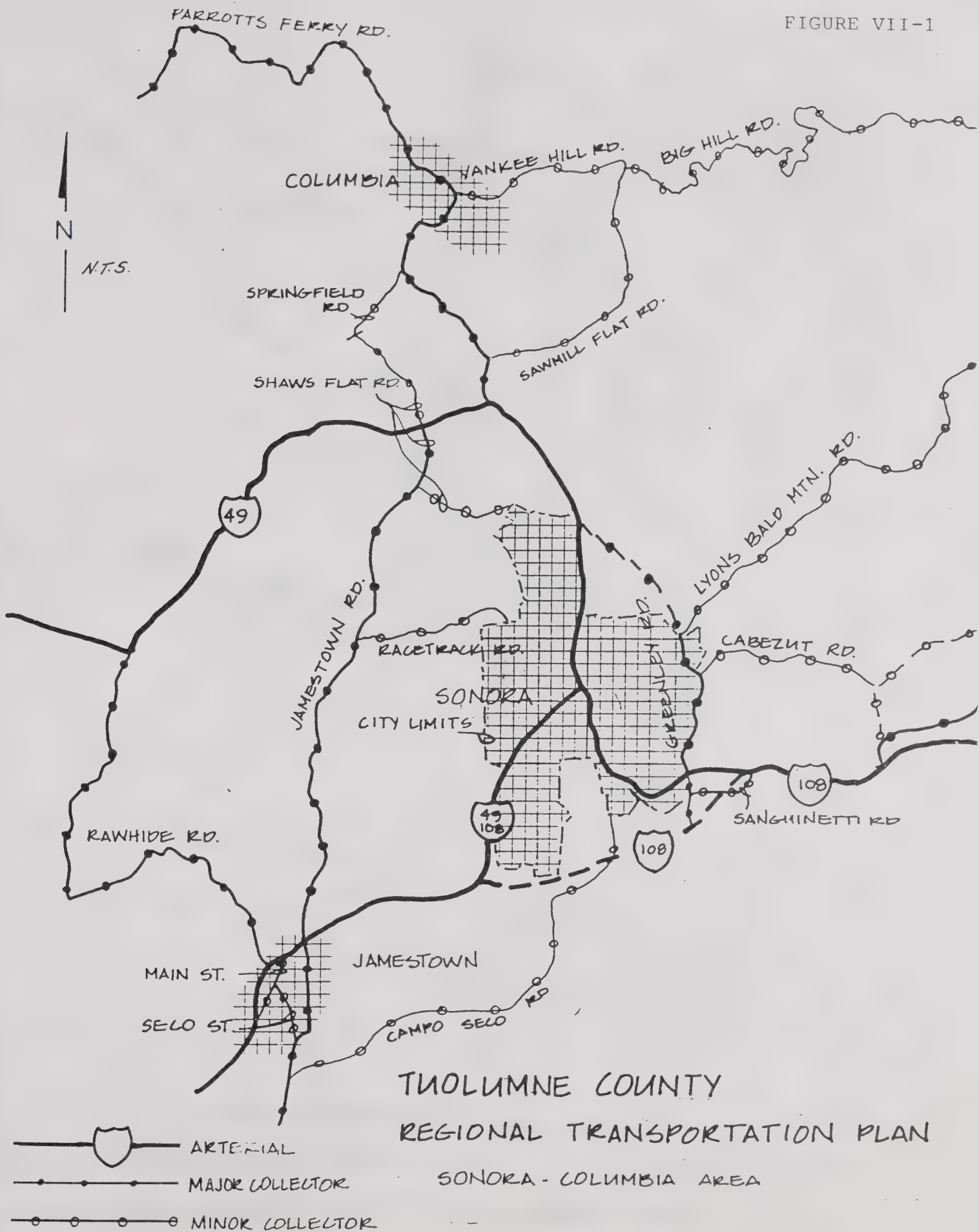
(In Thousands)

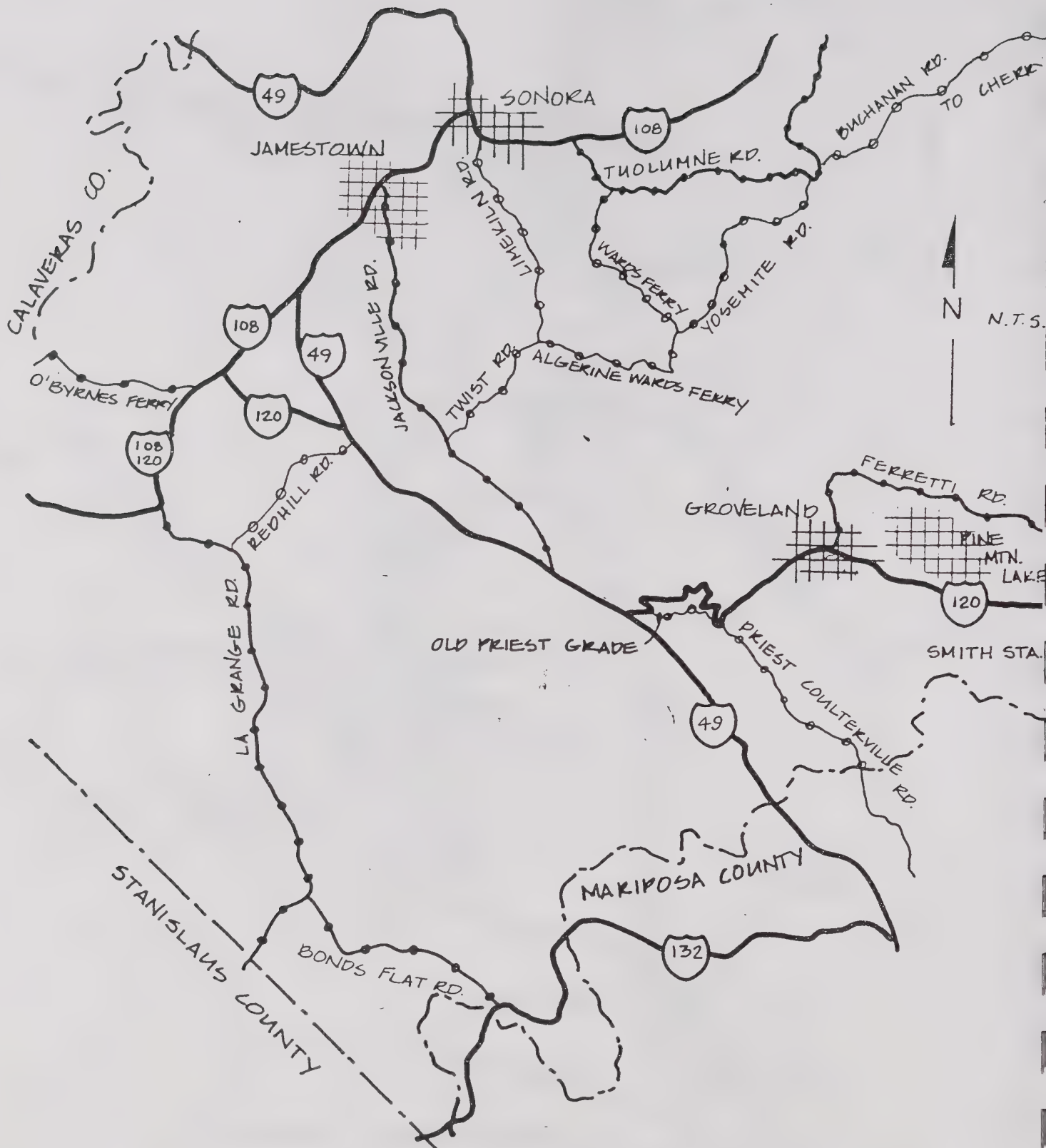
	<u>OPER/ADM</u>	<u>REHAB/ MAINT</u>	<u>CAP IMP</u>	<u>TOTALS</u>
Sonora	\$175	\$ 1,075	\$ 300	\$ 1,550
County	465	14,467	5,299	20,231
State	0	1,835	19,690	21,525
TOTALS	<u>\$640</u>	<u>\$17,377</u>	<u>\$25,289</u>	<u>\$43,306</u>

c) 1992/93 - 1996/97 Estimates

(In Thousands)

	<u>OPER/ADM</u>	<u>REHAB/ MAINT</u>	<u>CAP IMP</u>	<u>TOTALS</u>
Sonora	\$175	\$ 1,077	\$ 0	\$ 1,252
County	465	15,282	0	15,747
State	0	0	10,039	10,039
TOTALS	\$640	\$16,359	\$10,039	\$27,038





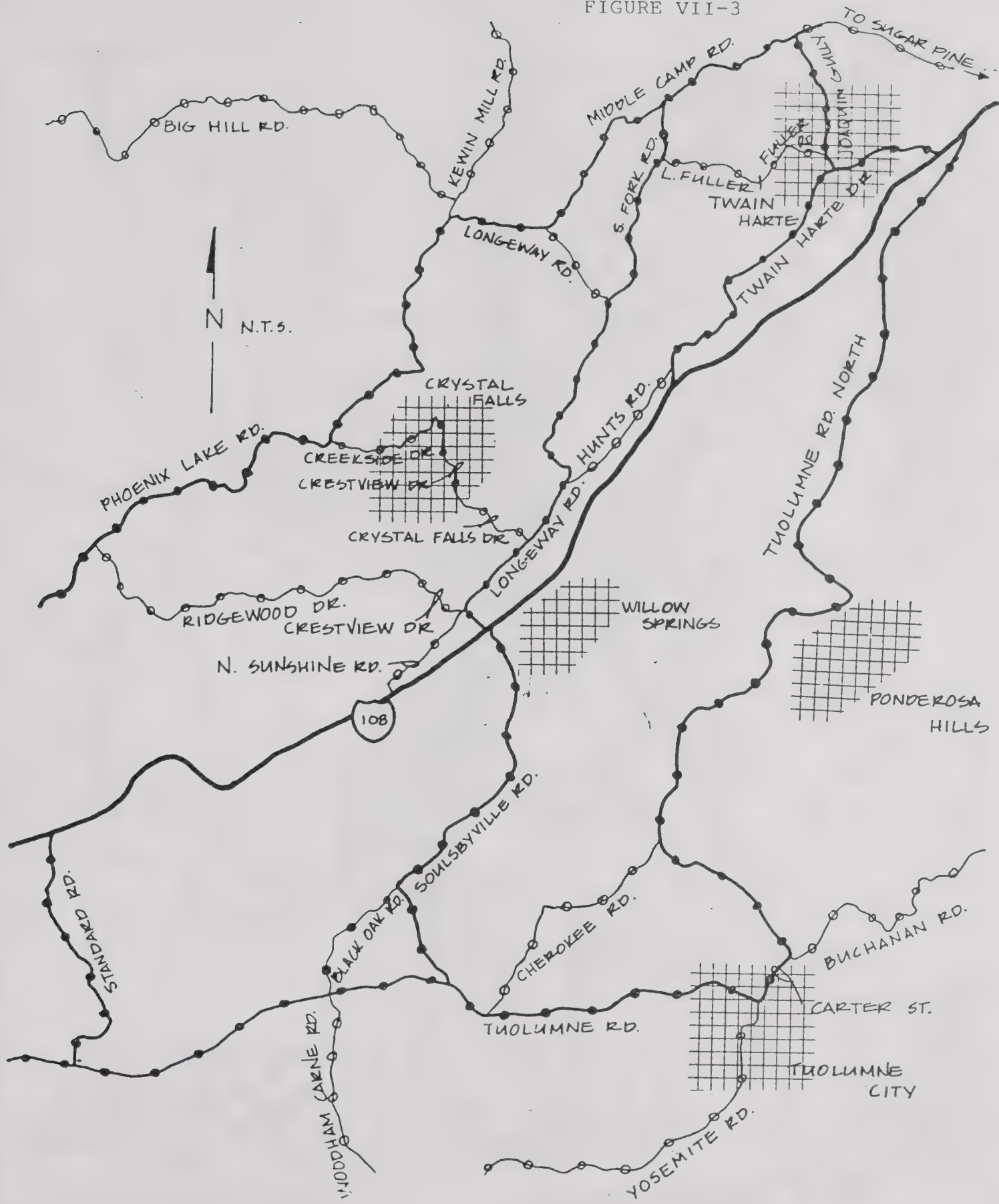
TUOLUMNE COUNTY

REGIONAL TRANSPORTATION PLAN

JAMESTOWN - GROVELAND AREA

-  ARTERIAL
-  MAJOR COLLECTOR
-  MINOR COLLECTOR

FIGURE VII-3



TUOLUMNE COUNTY

REGIONAL TRANSPORTATION PLAN

TUOLUMNE - TWAIN HARTE AREA

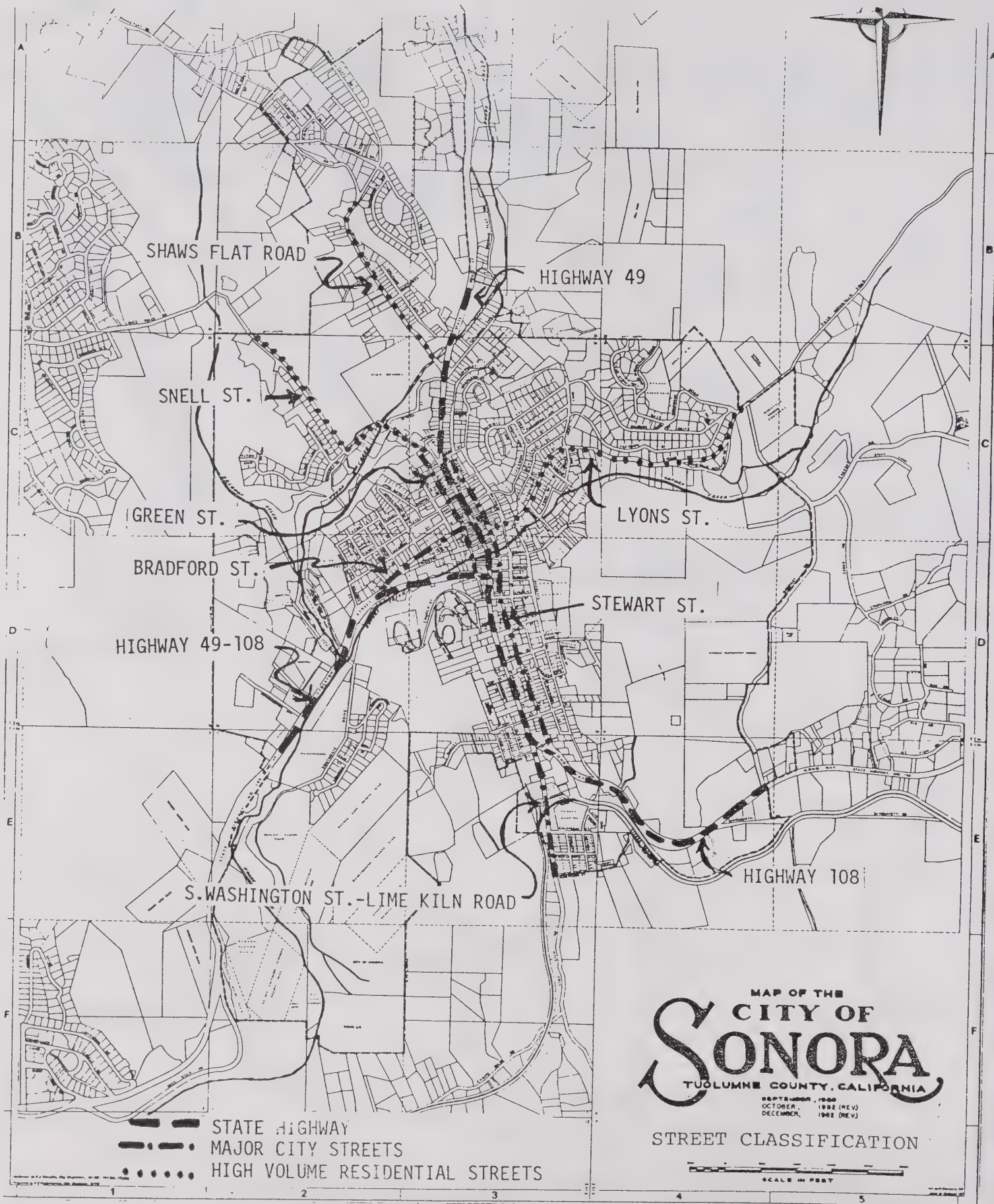


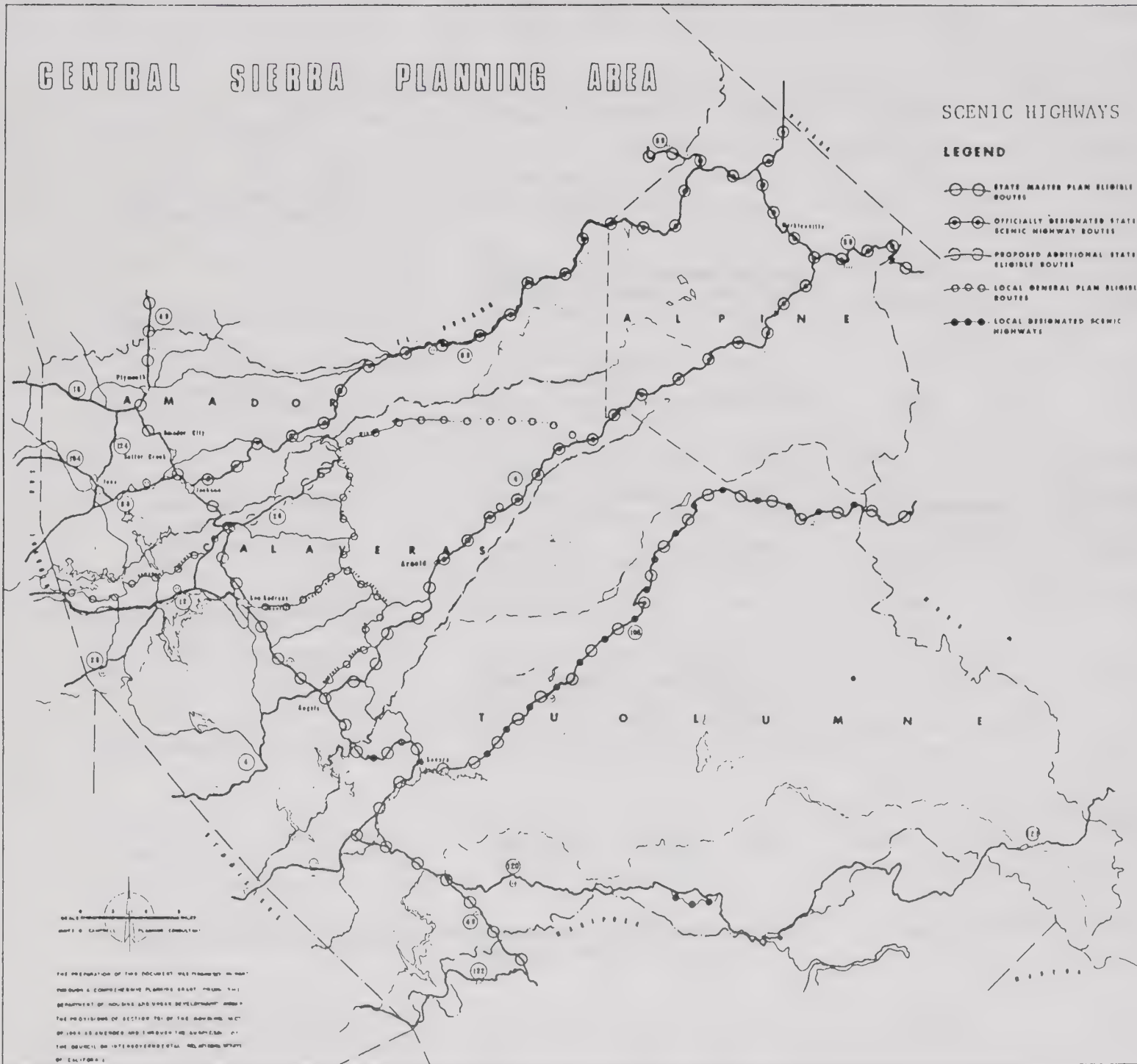
FIGURE VII-5

CENTRAL SIERRA PLANNING AREA

SCENIC HIGHWAYS

LEGEND

- ○ ○ ○ ○ STATE MASTER PLAN ELIGIBLE ROUTES
- ○ ○ ○ ○ OFFICIALLY DESIGNATED STATE SCENIC HIGHWAY ROUTES
- ○ ○ ○ ○ PROPOSED ADDITIONAL STATE ELIGIBLE ROUTES
- ○ ○ ○ ○ LOCAL GENERAL PLAN ELIGIBLE ROUTES
- ● ● ● ● LOCAL DESIGNATED SCENIC HIGHWAYS



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City of Sonora
Short & Long Range Street Improvement Plan

FIGURE VII-6

PRIORITY #	TITLE	DESCRIPTION	TYPE	1985/86 COST
1	S. Washington/Lime Kiln/Hwy 108	Redesign and signalize intersection	Intersection	- STIP Project - (\$300,000 City + \$300,000 State)
2	Ponderosa Dr. Upgrade	In conjunction with the Leland Drive Ext. project, upgrade Ponderosa Drive and signalize intersection @ Hwy 49/108	Road & Intersection	\$270,000
3	Cabezut/Golden Connection	Connect Cabezut Rd. to Golden St. & Dodge Lane	Road	\$780,000
4	Snell Street Racetrack Rd to Bonanza	Widen Snell Street from Racetrack Rd to Bonanza and add sidewalks	Road & Sidewalks	\$220,000
5	Hospital Road to Highway 108 - Connection -	Connect Hosp. Rd. with Hwy 108	Road	\$260,000
6	Greenley Road Extension - South	Participate in intersection improvements related to extending Greenley Rd. to Old Wards Ferry	Intersection	\$50,000
7	Highway 108 Widening Stewart Street to Sanguinetti Road	Lane widening with sidewalk	Roads & Sidewalk	\$325,000
8	Southgate/Lytton Connection	Connect Southgate Dr. to Lytton St.	Road	\$530,000
9	Elkin St. @ Washington St.	Improve intersection @ Elkin/Washington/Stewart/Snell Sts.	Intersection	\$225,000

City of Sonora
Short & Long Range Street Improvement Plan

FIGURE VII-6 (Cont'd)

PRIORITY #	TITLE	DESCRIPTION	TYPE	1985/86 COST
11	Delnero Drive Extension	Extend Delnero Dr./Pauline Dr. to Lytton Extension	Road	\$424,000
12	Cabezut Extension to Lytton St.	Extend Cabezut @ Greenley to Lytton St.	Road	\$500,500
13	Delnero/Cabezut/Lytton Connection	Connect Delnero/Pauline to Lytton/Cabezut	Road	\$88,000
14	Woods Creek Bypass A	Connect Bonanza to Woods Creek Drive	Road & Bridge	\$339,000
15	Woods Creek Bypass B	Improve and signalize Woods Creek Drive/Hwy 49/108 Intersection	Intersection	\$150,000
16	Woods Creek Bypass D	Upgrade Snell St. and Bonanza Road	Road	\$21,000
17	Ponderosa/Fairview Connection	Connect Ponderosa Dr. to Fairview & Forest Rd.	Road	\$380,000
18	Southgate Dr./ Hwy 49 Connection	Connect Hwy 49 to Southgate Dr. with bridge crossing	Road & Bridge	\$624,000
19	Southgate Upgrade Fairgrounds to City Limits	Upgrade Southgate Dr. between Fairgrounds & City Property	Road	\$275,000
20	Southgate Extension City Property to Bypass	Extend Southgate Dr. from City property to Bypass ramp	Road	\$325,000

City of Sonora
Short & Long Range Street Improvement Plan

FIGURE VII-6 (Cont'd)

PRIORITY #	TITLE	DESCRIPTION	TYPE	1985/86 COST
21	Golden/Barretta Extension	Connect Golden St./Cemetary Ln. to Mono Way @ Barretta	Road	\$530,000
22	Woods Creek Bypass C	Construct new connection bet. Snell St. & Hwy 49 and signal- ize new intersection @ Hwy 49	Road & Intersection	\$510,000
23	Upgrade Wychoff Street Highway 49 to Snell	Realign & upgrade Wychoff St.	Road	\$450,000
24	Bonanza/Oak Connection	Connect Bonanza/Snell to Oak Street	Road & Bridge	\$457,000

County of Tuolumne
Short & Long Range Road Improvement Plan

FIGURE VII-7

PROJECT #	TITLE	DESCRIPTION	TYPE	1985/86 COST
1	Greenley Road Lyons/Bald Mtn to Highway 49	Construct two lane extension	Road	\$4,600,000
2	Highway 108 Fir Drive to Phoenix Lake Rd	Widen to 5 lanes	Road	\$2,532,286 (Bridge cost excluded)
3	Highway 108 Phoenix Lake Rd to Standard Rd	Widen to 5 lanes	Road	\$1,770,169
4	Highway 108/Tuolumne Rd & Highway 108/Phoenix Lake Rd	Signalization	Intersections	\$348,000
5	Highway 108 Greenley Road to Fir Drive	Widen to 5 lanes	Road	\$1,286,539
6	Greenley Road Highway 108 to Old Wards Ferry Rd	Construct 3 lane extension	Road	\$546,387
7	Greenley Road Highway 108 to Lyons Street	Realign & Reconstruct	Road	\$891,647
8	Rawhide Road	Spot improvements, hazard elimination and bridge replacements	Road & Bridges	\$2,091,176
9	Phoenix Lake Road Highway 108 to Meadowbrook Drive	Realign sections & Widen to 3 lanes	Road	\$1,987,268
10	Phoenix Lake Road Meadowbrook Drive to PL Country Club	Spot improvements, hazard elimination and add left turn lanes	Road	\$1,142,660
11	Phoenix Lake Road PL Country Club to Fallview Drive	Spot improvements, hazard elimination and bridge replacement	Road & Bridge	\$981,272

County of Tuolumne
Short & Long Range Road Improvement Plan

FIGURE VII-7 (Cont'd)

PROJECT #	TITLE	DESCRIPTION	TYPE	1985/86 COST
12	Tuolumne Road Highway 108 to Wards Ferry Road	Construct left turn lanes	Road	\$625,068
13	Sonora Bypass @ Old Wards Ferry Road	Install Access Ramps	Interchange	\$921,380
14	Twain Harte Drive	Overlay & install traffic controls	Road & Intersection	\$985,886
15	Tuolumne Drive	Overlay & install traffic controls	Road & Intersection	\$141,130
16	Racetrack Road	Widen & Reconstruct	Road	\$905,587
17	Ferritti Road Highway 120 to PML Entrance	Spot improvements & hazard elimination	Road	\$376,408
18	Parrotts Ferry Road Columbia to Highway 49	Widen shoulders	Road	\$771,000
19	Yankee Hill Road Columbia to Sawmill Flat Rd.	Widen shoulders	Road	\$571,760
20	Longeway Road Hunts Road to Southfork Road	Spot improvements & hazard elimination	Road	\$683,877
21	Cherokee Road	Overlay & Striping	Road	\$405,881
22	Jamestown Road	Spot improvements, hazard elimination and bridge replacement	Road & Bridge	\$1,191,883
23	Parrotts Ferry Road @ Peppermill Center	Add left turn lane	Road	\$238,600

County of Tuolumne
Short & Long Range Road Improvement Plan

FIGURE VII-7 (Cont'd)

PROJECT #	TITLE	DESCRIPTION	TYPE	1985/86 COST
24	Peaceful Valley Road	Realign & Reconstruct	Road	\$671,784
25	Sanguinetti Road Highway 108 to Loop Road	Realign & Reconstruct	Road	\$912,366
26	Cabezut Road East end to Phoenix Lake Road	Construct 2 lanes	Road & Bridge	\$1,619,340
27	Cabezut Road East end to Alder Lane	Construct 2 lanes	Road & Bridge	\$575,440
28	Leland Drive Extension	Construct 2 lanes	Road	\$473,760
29	Willow Springs Drive	Overlay	Road	\$213,614
30	Middlecamp Road	Spot improvements, hazard elimination and overlay	Road	\$1,556,665
31	Highway 108/Hess Avenue	Signalization	Intersection	\$266,800
32	-Greenley Road/Lyons Street	Signalization	Intersection	\$139,200
33	Meadowbrook Drive/Phoenix Lake Rd	Signalization	Intersection	\$139,200
34	Cabezut Road/Greenley Road	Signalization	Intersection	\$162,400
35	Standard Road/Tuolumne Road	Signalization	Intersection	\$139,200
36	Wards Ferry Road/Tuolumne Road	Signalization	Intersection	\$139,200
37	Standard Road Near Curtis Creek School	Realign Curve	Road	\$155,680
38	Pinecrest Lake Road	Widen & Add Pedistrian Facilities	Road & Walkway	\$249,740

County of Tuolumne
Short & Long Range Road Improvement Plan

FIGURE VII-7 (Cont'd)

PROJECT #	TITLE	DESCRIPTION	TYPE	1985/86 COST
39	Big Hill Road	Hazard elimination & Spot improvements	Road	\$1,148,000
40	Sawmill Flat Road Parrotts Ferry Rd to Columbia College	Hazard elimination & Spot improvements	Road	\$186,328
41	Merrill Road	Hazard elimination & Spot improvements	Road	\$209,760
42	Highway 120 Yosemite Bank to Ferretti Rd.	Add pedestrian facilities	Walkway	\$159,910
43	Old Priest Grade	Hazard elimination & Spot improvements	Road	\$209,760
44	Parrotts Ferry Road @ Union Hill Road	Add left turn lane	Road	\$238,600

State of California
Short & Long Range Highway Improvement Plan

FIGURE VII-8

Priority #	Title	Description	1986 Cost	Est. Funding Period
1	Sonora Bypass	Construct two lane expressway	\$15,439,000 (Total \$18,000,000)	1986/87
2	Sullivan Creek Bridge Replacement Highway 108 @ Sullivan Creek	Construct new five lane bridge with approaches	\$1,300,000 (\$975,000 County + \$325,000 State)	1987/88-1991/92
3	S. Wash. St./Lime Kiln/Hwy 108 Intersection Improvement	Reconstruct intersection & signalize	\$600,000 (\$300,000 City + \$300,000 State)	1987/88-1991/92
4	Sonora Bypass Ext. - Phase 1 Fir Drive to Standard Road	Construct four lane expressway	\$18,757,000	1987/88-1991/92
5	Sonora Bypass Ext. - Phase 2 Standard Road to Soulebyville Road	Construct four lane expressway	\$10,039,000	1992/93-1996/97
6	Groveland Bypass Priest Station to East Groveland	Construct two lane expressway	\$7,400,000	1997/98-1998/2002
-	Stanislaus River Bridge Replacement Middle Fork Stanislaus @ Highway 108	Construct new two lane bridge	\$690,000	1986/87
-	Storm Damage Restoration - Hwy 120 E/O Cherry Valley Rd. to Yos. Park	Misc. storm damage restoration	\$500,000	1986/87
-	Highway 49 Overlay Springfield Rd. to Tuttletown	Thin overlay	\$575,000	1987/88-1991/92
-	Highway 49/Rawhide Road Intersection Improvements	Improve curve radius & add left turn pocket	\$308,000	1987/88-1991/92

State of California
Short & Long Range Highway Improvement Plan

FIGURE VII-8 (Cont'd)

Priority #	Title	Description	1986 Cost	Est. Funding Period
-	Highway 108 Struc. Section Repair Highway 120 to Highway 49	Structural section repair	\$600,000	1987/88-1991/92
-	Highway 120 Overlay Portions	Thin overlay	\$550,000	1987/88-1991/92
-	Storm Damage Restoration-Hwy 120 1.5 to 1.7 miles east of S. Fork Tuolumne River	Misc. storm damage restora- tion	\$110,000	1987/88-1991/92
-	Yosemite Junction Roadside Rest	Construct new roadside rest	\$1,550,000	1997/98-1998/2002

FIGURE VII-9

City of Sonora
Street Revenue Estimates

(In Thousands)

	<u>Reserves</u>	<u>86/87</u>	<u>87/88</u>	<u>88/89</u>	<u>89/90</u>	<u>90/91</u>	<u>91/92</u>	<u>92/93</u>	<u>93/94</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>
Gas Tax -												
2106	\$32	\$24	\$25	\$25	\$25	\$26	\$26	\$27	\$27	\$28	\$28	\$29
2107	35	37	39	39	39	41	41	43	43	45	45	47
2107.5	0	1	1	1	1	1	1	1	1	1	1	1
LTF	433	52	52	56	58	59	61	63	65	67	69	71
Local Funds	n/a	110	110	110	110	110	110	110	110	110	110	110
SB 300	0	9	0	0	0	0	0	0	0	0	0	0
Private Dev.	0	0	-----Unknown-----									
TOTALS	\$500	\$233	\$227	\$231	\$233	\$237	\$239	\$244	\$246	\$251	\$253	\$258

FIGURE VII-10

County of Tuolumne
Road Revenue Estimates

(In Thousands)

	<u>Reserves</u>	<u>86/87</u>	<u>87/88</u>	<u>88/89</u>	<u>89/90</u>	<u>90/91</u>	<u>91/92</u>	<u>92/93</u>	<u>93/94</u>	<u>94/95</u>	<u>95/96</u>	<u>96/97</u>
FAS	\$2,100	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400
Forest Reserve	0	670	670	670	670	670	670	670	670	670	670	670
Fed Brdg Prog	0	110	0	0	0	0	0	0	0	0	0	0
Gas Tax - 2104	0	633	679	692	706	720	735	750	765	780	795	811
2106	0	227	232	237	241	246	251	256	261	266	272	277
LTF	2,779	411	341	353	368	383	398	400	415	432	450	467
Local Funds	366	600	600	600	600	600	600	600	600	600	600	600
Private Dev	140	0	104	-----Unknown-----								
SB 300	380	200	0	0	0	0	0	0	0	0	0	0
TOTALS	\$5,765	\$3,251	\$3,026	\$2,952	\$2,985	\$3,019	\$3,054	\$3,076	\$3,111	\$3,148	\$3,187	\$3,225



VIII.

Transportation System Management Element



VIII. TRANSPORTATION SYSTEM MANAGEMENT ELEMENT

A. INVENTORY

Unlike other elements contained in this plan, the transportation system management (TSM) element does not represent any single mode or type of transportation. Instead, the TSM element can be used as a mechanism for managing or coordinating all elements of this RTP. TSM concerns itself with achieving efficiency in all areas of transportation. To this end, TSM encourages actions such as: the coordinated use of public and social service transportation, ridesharing (carpools/vanpools), bicycling, the use of flexible (staggered) work hours by large employers, creation of adequate parking facilities and the proper timing of traffic signals. Therefore, TSM actions can help improve the efficiency and safety of the local roadway system with related positive effects on local business.

TSM has never before been specifically addressed in the RTP. Past RTP's have, however, discussed several areas (ie. transit, park and ride, bicycling and parking) which are consistent with TSM objectives and policies.

B. ISSUES

1. Cost effectiveness of advocating and funding TSM activities. While some may doubt the benefits which can be derived from TSM activities, TC/CAPC and Caltrans staff feel that the potential short and long term benefits to be derived from TSM activities could easily justify a modest effort in terms of local time and money spent on same.

C. OBJECTIVE & POLICIES

Objective

Promote transportation system management actions which maximize the use of transportation facilities in the most efficient, cost effective, safe and environmentally sound fashion possible.

Policies

1. Encourage the coordinated use of efficient transportation modes such as public and social service transportation, bicycling, walking, ridesharing and carpools/vanpools through the creation of appropriate facilities and incentives.

2. Support structural and operational improvements necessary to increase the capacity and/or flow of traffic on the local streets and highways network.
3. Encourage the development of off-street parking facilities sufficient to meet the needs of local residents and tourists.
4. Support land use decisions which encourage growth in defined communities and avoid urban sprawl.

D. PAST PLAN ACCOMPLISHMENTS

1. The TC/CAPC adopted the "Tuolumne County Bike Plan" in 1980.
2. In 1982, 1984 and 1986, the TC/CAPC updated the "Tuolumne County Bicycle & Pedestrian Projects" list.
3. In 1986, the TC/CAPC adopted the "Tuolumne County Transit Development Plan (TDP)" which will bring about the efficient development and coordination of both public and social service transportation systems.
4. In FY 1985/86, TC/CAPC and Caltrans staff began efforts to find a location for a park and ride lot in the Jamestown area.
5. The "Sonora Downtown Revitalization Plan" was completed in January 1986. The Revitalization Plan analyzed existing conditions, discussed possible alternatives, and presented specific recommendations for parking projects to serve long term needs in the City of Sonora.
6. The City of Sonora purchased a piece of property at the corner of Green and Linoberg Streets which is intended for use as a parking lot and park.
7. The County of Tuolumne has entered into an agreement for the purchase of one parcel and the lease of three others in Jamestown for use as a parking lot.

E. FUTURE ACTIONS

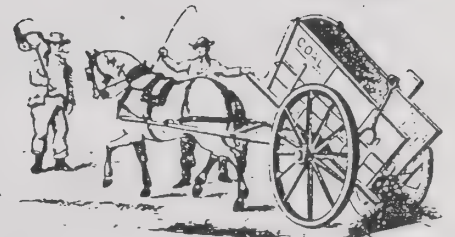
1. The TC/CAPC shall implement all actions outlined in the non-motorized, social service and public transportation elements of this plan.
2. TC/CAPC staff shall continue to work with Caltrans staff in identifying potential park and ride lot locations through-out the County with priority consideration being given to the Jamestown area. Staff shall pay particular attention to park and ride lot locations which are not

only convenient for carpoolers, but can also be used in coordination with the public transportation system's fixed route bus service.

3. City of Sonora, County of Tuolumne and Caltrans officials shall be encouraged to evaluate the efficiency of existing and proposed traffic signals with respect to both individual and series timing of such signals.
4. The TC/CAPC shall work towards implementing all actions outlined in the streets and highways element of this plan.
5. The City of Sonora and County of Tuolumne shall be encouraged to complete those parking facilities previously discussed under the past plan accomplishments section of this element.
6. The County of Tuolumne shall continue to work with Jamestown and Groveland area residents with respect to developing community parking facilities utilizing assessment district or county service area funding mechanisms.
7. The County of Tuolumne shall and the City of Sonora is encouraged to continue to require that adequate parking facilities or contributions to same be provided along with all commercial improvements.
8. The County of Tuolumne and City of Sonora shall be encouraged to require that TSM measures be included in mitigation measures for new developments.
9. TC/CAPC staff shall seek volunteer workers who could help coordinate and advocate TSM measures throughout the County. This would include volunteer contacts with some of the largest employers within the County in the hopes of gaining corporate sponsorship and/or funding of TSM measures.

E. FINANCIAL

The only financial commitment necessary to complete most actions outlined above is the reimbursement of TC/CAPC staff time. Such reimbursement will be allowed via the TC/CAPC's regular OWP process and budget. Financing for the parking facilities previously discussed is addressed within the City of Sonora's and County of Tuolumne's respective budgets.



IX.

Goods Movement Element

IX. GOODS MOVEMENT ELEMENT

A. INVENTORY

Trucking - Trucking is the overwhelming major form of commodity transportation in Tuolumne County. Nearly every retail, construction, agricultural and lumber oriented industry in this County depends heavily on truck transportation for moving the principal materials, products and goods of each industry. The exact number of trucking firms operating in the County and the annual tonnage moved by such firms is not known at this time.

Rail - Rail transportation in Tuolumne County is provided by the Sierra Railroad Company. The four most important commodities for the Sierra Railroad are wood chips, lumber, plywood and asbestos. Figure IX-1 shows the Sierra Railroad's revenue carloads from 1975 - 1985. As shown on Figure IX-1, the Sierra Railroad averaged 2,634 revenue carloads per year between 1975 and 1980. Between 1981 and 1985, however, the Sierra Railroad averaged only 1,205 revenue carloads per year or less than half that volume carried between 1975 and 1980.

The substantially lower traffic volumes since 1981 have contributed to a significant weakening in the financial performance of the Sierra Railroad Company. Three events appear to have caused the major reduction in the Sierra Railroad Company's traffic volume. First was the downturn in sales experienced in the lumber industry subsequent to 1980 with the resultant drop in lumber-related traffic for the Sierra. Second, an employee strike of one year (1982-83) closed two Louisiana Pacific sawmills served by the Sierra Railroad Company; these sawmills accounted for over 70% of Sierra's total carloads. Third, a subsequent decision was made by Louisiana Pacific to perform a \$7 million rehabilitation and modernization of their sawmill at Standard, production was curtailed, thereby continuing to depress Sierra's traffic volume.

The lumber industry products currently constitute more than 80% of the Sierra Railroad Company's traffic base. This traffic is provided by the Louisiana Pacific Corporation and the Snider Lumber Products Company. The Asbestos traffic, provided by Calaveras Asbestos, represents an additional 15% of the Sierra Railroad Company's traffic base.

All four of the Sierra's four most important products are truck competitive. Similarly, other competitive rail service such as trailer-on-flat car service (TOFC) and truck to a nearby railhead such as Stockton also exists.

Despite the available competition from other transportation companies, the Sierra Railroad Company's direct rail service is very important to its three primary shippers. This is so because Sierra's direct connection service with the Southern Pacific and Santa Fe Railroads permits these shippers to serve distant markets at competitive prices. Thus, the primary distant markets for lumber, plywood, and asbestos are Texas, Minnesota, and Mexico, which can be reached efficiently only by using direct rail service. Without the Sierra Railroad Company's freight service, the plants producing these products could not reach these distant markets and their production levels would probably have to be reduced unless alternative markets could be found.

Water Pipelines - The Hetch Hetchy Water and Power System is the major owner of water pipelines in Tuolumne County. Their water pipeline system supplies over 75% of the water for the City of San Francisco's water service area. Water released from Hetch Hetchy Reservoir through O'Shaughnessy Dam flows by gravity through a completely closed system (except at regulating reservoirs) of tunnels, pipelines, inverted siphons, and power houses 150 miles to Crystal Springs Reservoir on the San Francisco Peninsula. The 48.84 miles of this aqueduct in Tuolumne County consists of 46.33 miles of tunnel with diameter between 10' and 14.5', and a capacity over 400,000,000 gallons per day; 1.94 miles of 9' to 9.5' diameter steel pipe, and 0.57 miles of reservoirs.

It should also be noted that the Tuolumne Water System through its extensive ditch system is responsible for transporting and delivery of approximately 87% of Tuolumne County's internal water supply. The balance of the County's water supply is handled by independent water districts. The Tuolumne Water System is currently in the process of utilizing a variety of state and federal grants to pipe approximately 40% of its ditch system.

Sewage Trunk Lines and Treatment Plants - Figure IX-2 locates the sewage trunk lines and treatment plants in Tuolumne County. The Tuolumne Regional Water District (TRWD) is the single largest transporter of sewage in the County and operates the largest sewage treatment plant. Independent water and sanitary districts handle the balance of such services.

Electrical Transmission Lines - The Hetch Hetchy Water and Power System also supplies all of the electric power to the City of San Francisco's municipal facilities via Pacific Gas and Electric Company's transmission lines. This power is also supplied to the Turlock and Modesto Irrigation Districts.

Electrical energy generated by the three hydroelectric powerhouses (Moccasin, Dion R. Holm and Robert C. Kirkwood) is carried to points of delivery over two high voltage, double circuit transmission systems. These systems are normally operated independent of each other. Each system is carried by six wires on towers 97 feet tall. From Moccasin Powerhouse switchyard,

electric energy is carried by the Moccasin-Newark line, which crosses the Sierra foothills, San Joaquin Valley, and the Coast Range to the Newark Substation of Pacific Gas and Electric Company in southwest Alameda County. This line operates at 115,000 volts for 98.5 miles, of which 16 miles are in Tuolumne County. The power from Holm and Kirkwood powerhouses leaves Intake Switchyard on another transmission line of 230,000 volts and is carried 48 miles via Moccasin to Warnerville Substation near Oakdale where the voltage is reduced to 115,000. Thirty-nine miles of this line is in Tuolumne County. The remaining 22 miles of line in Tuolumne County is a 75,000 volt line between Holm and Kirkwood powerhouses to O'Shaughnessy, Cherry Valley and Eleanor Dams.

Recent additions to Pacific Gas and Electric's system include: 1) a four mile 115 Kv transmission line from the 22 Mw cogeneration plant of Ultra-Power, Inc. at Chinese Camp to a tie in point at Peoria Subdivision; 2) a three mile 115 kv transmission line from the Curtis/Melones 115 Kv line to the Sonora Mining Company at Jamestown; 3) a second circuit of approximately seven miles of 115 Kv transmission line from Racetrack Junction to the Curtis Substation; and 4) a three mile 115 Kv transmission line from Tri-Dam's Sand Bar Project to Spring Gap.

Pacific Gas and Electric does have plans to convert its existing 17 Kv Wards Ferry transmission line to a 115 Kv transmission line as load demand warrants.

Figure IX-2 shows the approximate location of each of these electrical transmission lines.

B. ISSUES

1. What is the appropriate role of the RTP in relation to water, sewer and power matters in Tuolumne County? While water, sewer and power facilities are important parts of the County's overall transportation infrastructure, these areas are highly technical and involve a variety of players and issues which go far beyond the TC/CAPC's traditional role. It would seem to be in the County's best interest if the TC/CAPC were to continue updating its inventory of such facilities in the RTP, but to leave all issues, policies and action recommendations to the existing decision making mechanisms outside of the RTP process.
2. Impact of trucking on the local roadway system. It is a well established fact that the extreme weight and size of commercial trucks contributes heavily to the deterioration of local roadways. Likewise, such large trucks also add considerably to the traffic congestion, noise and pollution on local roadways. To a certain extent, however, these impacts are necessary evils that must be tolerated due to the importance of trucking to the free

flow of commerce within the County. What may be possible is to establish a variety of policies and actions which could minimize these impacts.

3. Need for attracting new industries to locate adjacent to the Sierra Railroad. As stated previously, the Sierra Railroad needs additional traffic to overcome its current financial dilemma, furthermore, trucking is having a negative effect on the County's roadway system. One solution to both of these problems would be the attraction of new industries to locate adjacent to the Sierra Railroad with the intent of such industries making use of the railroad for shipping of materials and products.

C. OBJECTIVE & POLICIES

Objective

Provide a transportation system which allows for the efficient transportation of goods while minimizing negative impacts on the local roadway system.

Policies

1. Support the coordinated interaction of truck and rail freight movements.
2. Encourage new industries to locate adjacent to the Sierra Railroad.
3. Support the review and development of actions which would minimize the negative impacts of truck traffic on the local roadway system.
4. The TC/CAPC shall resist legislative and administrative efforts which could expand the use of longer/wider trucks on roads within Tuolumne County.

D. PAST PLAN ACCOMPLISHMENTS

1. The TC/TCPC sponsored a study of the current condition and best future uses of the Sierra Railroad. The "Sierra Railroad Railway Study" was completed by the Woodside Consulting Group in 1986.
2. In accordance with recommendations contained in the Sierra Railroad Railway Study and per policies contained in the 1984 RTP, two committees have been established to work towards facilitating Sierra Railroad operations both from freight and excursion/movie standpoints.

E. FUTURE ACTIONS

1. The TC/CAPC shall continue to sponsor committees aimed at facilitating all facets of Sierra Railroad operations.
2. The local roadway system shall be reviewed with the intention of establishing weight limits on selected County roads and adopting a truck route system for the City of Sonora's street system.
3. Local road standards shall be reviewed and modified where necessary to ensure that roads which carry a high level of truck traffic are built and maintained at a standard consistent with such use.
4. The TC/CAPC and County of Tuolumne shall research the potential of using the civil process for overweight violations as a mechanism for securing a higher local share and/or percentage of fines. This is intended as one way of increasing revenues available for local road maintenance.
5. The TC/CAPC shall support legislation aimed at increasing trucker fees state-wide, which would result in additional revenues available for local road maintenance.

F. FINANCIAL

The only financial commitment necessary to complete the actions listed above is the reimbursement of TC/CAPC staff time. Such reimbursement will be allowed for via the TC/CAPC's regular OWP process and budget.

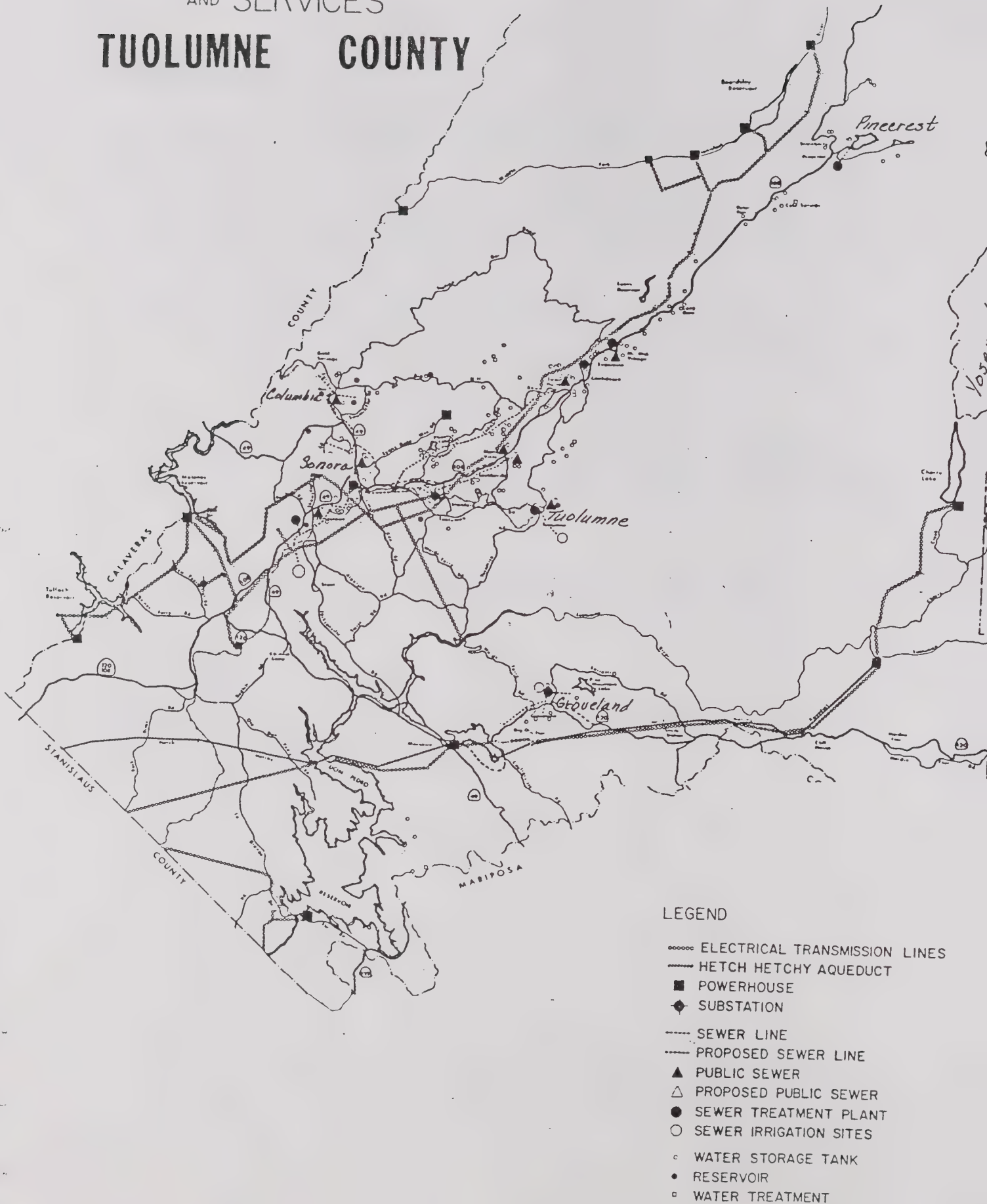
FIGURE IX-1

Sierra Railroad Company
Revenue Carloads, 1975-1985

<u>Commodity</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>
Woodchips	1,737	1,874	1,774	1,474	1,154	1,644	1,014	822	550	985	840
Lumber	637	740	649	565	506	403	156	161	144	73	112
Plywood	165	302	305	167	74	114	51	24	17	2	5
Asbestos	0	154	174	207	216	244	195	143	75	175	174
Misc.	88	103	292	93	65	63	145	75	13	24	49
Totals	2,627	3,171	3,018	2,506	2,015	2,468	1,561	1,225	799	1,259	1,180

Source: Sierra Railroad Company Rehabilitation Application to Federal Railroad Administration

PUBLIC UTILITIES AND SERVICES TUOLUMNE COUNTY





X.

Environmental Impact Report

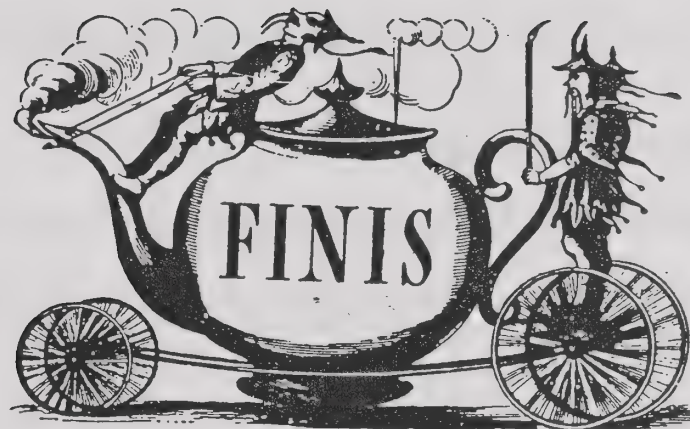
X. ENVIRONMENTAL IMPACT REPORT

In 1975, Tuolumne County adopted a Regional Transportation Plan for the first time. An environmental impact report was prepared for that original plan and has been subsequently used in 1976, 1977, 1978, 1980 and 1982 to address environmental concerns related to the plan's revisions. As part of the 1984 RTP update process, an Addendum to the 1975 EIR was prepared and adopted.

Potential impacts and plausible mitigation measures addressed are generalizations that could relate to the projects proposed in the current RTP revision. However, no attempt has been made at this time to analyze environmental effects of specific transportation projects. Most of the projects proposed in the Regional Transportation Plan will be evaluated through detailed environmental studies at the time each project is proposed for implementation.

A comparison of this 1986 RTP update with findings in the EIR reveals no significant differences in plan intent, changes in site conditions or regulations. Therefore, the TC/CAPC finds the existing EIR to be adequate in regards to assessing environmental impacts and mitigation measures relevant to the 1986 RTP.

The Tuolumne County Regional Transportation Plan EIR is available for public review at the Tuolumne County Planning Department, 48 West Yaney Street, Sonora, California.



APPENDIX

During the development of this RTP, other reports, plans and policies which address transportation in Tuolumne County were investigated as resource documents and for conformity with this plan. Some documents are general in nature while others are specific and clearly support actions outlined in this plan. In general, no conflicts were discovered. The following is a list of those reports, plans and policies explored:

Columbia Airport Master Plan Report - Hodges & Shutt Aviation Planning Services, December 1978

Airport Land Use Policy Plan for the Tuolumne County Airport Land Use Commission - Hodges & Shutt Aviation Planning Services, November 1977 (amended 1984)

1980 Tuolumne County Bike Plan - Caltrans, 1980

Tuolumne County 1986 Transit Development Plan - TC/CAPC, December 1986

A Needs Assessment Survey of Older Persons in the Central Sierra Area of California - CSU, Stanislaus & Central Sierra AAA, May 1986

Sierra Railroad Railway Study - The Woodside Consulting Group, May 1986

City of Sonora Traffic Circulation Study - Omni-Means, Ltd., January 1982

City of Sonora Downtown Revitalization Plan - Valley Planning Consultants, December 1985

East Sonora Area Traffic Impact and Circulation Study - Omni-Means, Ltd., October 1985

Greenley Road Extension Project, Final Environmental Impact Report (CEQA) and Final Environmental Assessment (NEPA), "With Addenda" - Raymond Vail & Associates, September 1986

East Sonora Bypass, Stage 1 Project Work Report - Caltrans, February 1985

Program Priority District Candidate Listing (District 10 - Tuolumne County) - Caltrans, February 1986

Project Report, Sullivan Creek Bridge Replacement - Caltrans, May 1986

Route Concept Report for Route 120 - Caltrans, October 1986

Route Concept Report for Route 132 - Caltrans, October 1986

Tuolumne County Road Improvement Plan - Tuolumne County, January 1986

County of Tuolumne (Road) Expenditure Plan - Tuolumne County, July 1986

City of Sonora Street Improvement Expenditure Plan - City of Sonora, July 1986

1986 State Transportation Improvement Plan - California Transportation Commission, June 1986

Proposed Fund Estimate for Developing the 1987 STIP - Caltrans, October 1986 (amended December 1986)

1984 Tuolumne County Regional Transportation Plan - TC/CAPC, February 1985

Final 1986/87 TC/CAPC Overall Work Program - TC/CAPC, June 1986

Draft 1987/88 TC/CAPC Overall Work Program - TC/CAPC, January 1987

City of Sonora General Plan - City of Sonora, 1983 - Phase 1 and 1984 - Phase 2

City of Sonora General Plan, Land Use and Circulation Element - City of Sonora, April 1984

County of Tuolumne General Plan - Duncan & Jones, August 1980

Tuolumne County
Regional
Transportation
Plan

Non-Motorized Element

Adopted by the
Tuolumne County and Cities Area Planning Council
November 1992

Tuolumne County
Regional
Transportation
Plan

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PROJECT AND LOCATION

PROJECT DESCRIPTION: Adoption of the Non-motorized Element of the Regional Transportation Plan (RTP).

LOCATION: Countywide.

ENVIRONMENTAL EVALUATION

Adoption of the Non-motorized Element of the Regional Transportation is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of CEQA which states that CEQA applies only to projects with the potential to create a significant adverse impact on the environment.

Since the express purpose of the Non-motorized element of the RTP is to improve environmental quality by providing a non-motorized alternative to transportation, the proposed project will not have a significant adverse impact, but will have a notable positive impact on the environment. The plan provides a means to assist in the reduction of traffic congestion thus reducing auto emissions and improving air and water quality. The construction of trails for nonmotorized use only removes the auto/bicycle/pedestrian conflicts that occur without the provision of such trails, thus improving health and safety. Since the vast majority of the routes proposed use existing road shoulders, impacts to wildlife and habitat or to cultural resources are minimal. Since paths are primarily located along roadways, engineering to correct soil defects have already been formulated and integrated into existing infrastructure. Community identity and visual quality will not be adversely impacted by adoption of the project since the plan emphasizes the use of existing transportation corridors in urbanized areas of the County. Therefore, adoption of the Non-motorized element of the RTP does not have the potential to create adverse impacts to the natural or cultural environment.

In addition, in 1975, Tuolumne County adopted a Regional Transportation Plan for the first time. An environmental impact report was prepared for that original plan. An addendum

to the 1975 E.I.R. was prepared and adopted in 1984. These documents were used in 1976, 1977, 1978, 1980, 1982, 1984 and 1986 to address environmental concerns for revisions to the Regional Transportation Plan. These documents, hereby incorporated by reference, are available for review at the Tuolumne County Planning Department located at 48 W. Yaney, Francisco Building, Fourth Floor, during regular business hours.

It should be noted that the 1975 E.I.R. and 1984 addendum address potential impacts and general mitigation measures that are anticipated for projects proposed in the RTP and its subsequent updates. Mitigation measures proposed in these documents are limited by the level of detail provided for individual projects within the plan. It is anticipated that additional environmental review shall be required for each project listed in the Non-motorized Element of the Regional Transportation Plan prior to construction to address impacts which may be introduced as projects are funded and project descriptions are refined.

GENERAL INFORMATION

1. As stated, the Non-motorized element of the Regional Transportation Plan provides a master plan to help alleviate environmental impacts associated with motorized traffic by providing an alternative method of transportation in the form of bicycle and pedestrian (non-motorized) facilities.
2. To best achieve this goal, proposed pathways target short distances over relatively flat terrain linking areas easily reached by bicycle or on foot. Specifically, the paths connect population centers with schools, centers of work activity, shopping facilities and life enrichment facilities such as libraries, pools, parks and senior centers.
3. To decrease environmental impacts, the majority of the proposed pathways are located along existing roads, proposed roads within approved subdivisions, along abandoned railroad grades and along existing public utility easements. For pathways proposed along streams, a detailed analysis of impacts to wildlife and habitat will be conducted in consultation with the California Department of Fish and Game prior to project construction. Locations of proposed facilities are found in Tables 1 and 2 of the 1992 Non-motorized element of the Regional Transportation Plan.
4. Approximately \$1.3 million is available under Proposition 116 to construct the top four priority facilities listed in the Plan. Detailed evaluation criteria, objectives and policies, construction standards and facility descriptions are in the attached copy of the Non-motorized Element of the Regional Transportation Plan.

RECOMMENDATION

1. County Staff recommends approval of the Non-motorized element of the Regional Transportation Plan based upon the following findings:
 - a. The proposed element will assist in the reduction of traffic congestion and improve air quality by providing a plan to supply non-motorized transportation facilities throughout the County.
 - b. The project is exempt from additional review pursuant to Section 15061(b)(3) of CEQA.

III. NON-MOTORIZED ELEMENT

Prepared by
Tuolumne County Planning Department
Tuolumne County Department of Transportation

November 6, 1992

TABLE OF CONTENTS

INTRODUCTION AND INVENTORY	1
ISSUES AFFECTING FACILITY LOCATION AND DESIGN	5
BICYCLE AND PEDESTRIAN FACILITY CONSTRUCTION STANDARDS	8
OBJECTIVES AND POLICIES	10
PAST PLAN ACCOMPLISHMENTS	10
FUTURE ACTIONS	11
FINANCIAL ANALYSIS	14

TABLES

TABLE 1: PRIORITY PROJECT LIST	i
TABLE 2: NON-PRIORITY PROJECT LIST	iii
TABLE 3: BICYCLE FACILITIES HIGHWAY DESIGN MANUAL	v

MAPS

Columbia
Groveland
Jamestown
Phoenix Lake Basin
Sonora
Soulsbyville
Tuolumne
Twain Harte
Intercommunity Facilities

INTRODUCTION AND INVENTORY

In 1980, the Tuolumne County and Cities Area Planning Council (TC/CAPC), also known as the LTC, adopted the "1980 Tuolumne County Bike Plan" identifying a countywide regional bicycle route system for Tuolumne County and the City of Sonora. This project list was updated in 1982 and 1984 as part of the RTP.

In June of 1986, a public hearing identified a widespread concern that current bicycle and pedestrian routes were inadequate and of poor quality. In response to the concerns raised by the 15 speakers at that hearing, an advisory project list entitled "Tuolumne County Bicycle and Pedestrian Projects" was developed and adopted as part of the 1986 RTP update.

The 1986 list includes routes from the Stanislaus County line to Twain Harte along Highway 108 as well as routes along virtually every major collector and arterial roadway within the County. And, while the County has existing sidewalks, no bicycle facilities identified in this list have been built--why?

Before attempting to update the County's list of bicycle and pedestrian routes, it is important to analyze why previously proposed facilities have never been built. Is it simply lack of funds or do other elements enter into the equation?

To solve this puzzle, it is first necessary to answer a more basic question:

Are bicycle facilities needed in Tuolumne County? (Or, If we build them, will they come?)

Building Baseball fields in the movies may resurrect old baseball players, but will construction of bicycle and pedestrian facilities in Tuolumne County encourage more bike riders and pedestrians throughout the County?

A survey was distributed in November and December of 1990 to local bicycle and sports shops, fitness centers and schools to determine both existing and projected needs. An article published in the Union Democrat advertised the availability of the survey to County residents. Are bicycle and pedestrian facilities needed in Tuolumne County and the City of Sonora? The 156 enthusiastic survey respondents, averaging 3.2 bicycle trips per day per person, gave an unqualified yes--build bicycle and pedestrian facilities and we will use them.

Before selecting specific bicycle and pedestrian routes, it is important to analyze the County's objectives in designating bicycle and pedestrian routes in the RTP in the first place.

The RTP is just that, a Regional Transportation Plan. Improving circulation by providing alternative means of transportation such as bicycle and pedestrian facilities helps to ease congestion on roads thus improving motorized circulation, health and air quality.

But what bicycle and pedestrian facilities will most ease congestion on County roads? To answer this, it is necessary to determine the "target audience:"

- a. Who will utilize the routes?
- b. What is the purpose of the bicycle or pedestrian trip?
- c. Where are the riders and walkers of Tuolumne County trying to go?

The results of the 1990 survey answers these questions as follows:

<u>Purpose of Trip</u>	<u>Percentage of those Surveyed*</u>
Recreation	99%
Commuting to School	27%
Commuting to Work	27%
Shopping	17%
Physical Fitness	17%
Competition	1%

*Most respondents cited multiple reasons for using bicycles and walking. These percentages reflect the frequency with which each trip purpose was identified by respondents.

Recreation is clearly the primary reason County residents walk and ride bikes. But, equally clear is the primary purpose of the nonmotorized element of the RTP--to provide alternative methods of transportation. The recreational routes identified in the survey included virtually every major collector, minor collector and arterial in the County--in short, many of the routes identified in the 1986 nonmotorized element of the RTP. But constructing even the least expensive recreational route, typically over great distances with steep terrain, requires all the money that the LTC will be able to accrue for nonmotorized projects in a five year period. More importantly, targeting and building one nonmotorized recreational project will not only exhaust all monies set aside, but will not encourage use of bicycle and pedestrian routes during weekdays and high congestion periods since most recreational walkers and bikers ride and walk or jog on weekends and before or after normal commute hours. To ease congestion and provide alternative transportation routes as mandated by the objective of the RTP, it is most essential to

target bicycle riders and pedestrians who now use cars during high use periods that could otherwise use bicycles or walk if adequate facilities are provided.

This does not mean ignoring recreational bicycle users or those who walk for exercise. Tuolumne County is currently updating the recreational element of the General Plan. Identifying recreational bicycle and pedestrian routes and funding sources for them is one of, if not the, primary goal of the recreational plan. That plan is utilizing the same 1990 bicycle and pedestrian survey used here, however, it targets recreational bicycle and pedestrian routes with an emphasis on tying those routes into transportation routes identified here and taken from the 1990 bicycle and pedestrian survey.

If recreational routes are left to be dealt with under the recreational, not transportation element of the General Plan, then the search for appropriate bicycle and pedestrian routes is narrowed to shorter, less expensive routes--several of which can be built more quickly with currently available funds. The primary purpose for each route is to relieve congestion on roads by providing alternative transportation routes to places that more people need to travel to and from during high-use periods.

Based on the survey, the following destinations were targeted as places most people needed to reach during high congestion periods:

1. Schools
2. Centers of Work Activity
3. Shopping Facilities
4. Life enrichment facilities (library, pools, parks, Senior Center etc.)

Each of these centers were mapped for the County and the shortest routes, often under two miles, between these centers were drawn. Once established, the following rating system, derived from survey results, was applied to each of these routes and used as a guideline for establishing a priority list of projects:

<u>Evaluation Criteria</u>	<u>Points Awarded</u>
School as destination	40
Work Center as destination	40
Large population center along route	40
Less than two miles between destination and population center	30
Shopping as destination	25
Topography along route relatively mild and/or most of right-of-way currently exists for the proposed route	25
Survey identified the route as needed or currently used	20
Medium-sized population center along route	20
Park, library, recreation area, medical center etc. along route	20
Topography suitable and/or some right-of-way currently exists for the proposed route	10

This rating system was then used in conjunction with advisory agency input solicited from homeowner's associations, Caltrans, schools, park and recreation agencies, the City of Sonora Planning Department Staff, Tuolumne County Planning Department Staff, California Highway patrol, Tuolumne County Department of Transportation and Engineering and others to compile a list of bicycle and pedestrian routes. Also considered was existing development and proposed new development in the County.

Table 1 illustrates the priority construction projects resulting from this process. **Table 2** lists future routes which should be prioritized as routes in Table 1 are constructed. The project lists emphasize routes of short distances over negotiable terrain connecting schools, work areas and large population concentrations within defined communities. The lists do not reflect every conceivable route that could be built, only those with the highest potential to be used by the majority of the population for nonmotorized transportation during peak transportation periods.

ISSUES AFFECTING FACILITY LOCATION AND DESIGN

1. Funding. In 1986, the lack of funding was identified as the primary deterrent to constructing bicycle and pedestrian facilities. The 1986 RTP recognized, in a plan where the existing budget was zero, \$5.9 million dollars in bicycle/pedestrian projects had been proposed to compete with road projects which "carry a higher priority for funding." The 1986 summary concluded that given the wide difference between project cost and revenue estimates, a more extensive revision of the project list was needed. The current plan focuses on shorter, less expensive routes. While this means that some of the routes listed could realistically be built with currently available funds, additional funding is desperately needed if enough of these routes are to be built to significantly reduce impacts on road circulation. Therefore, it shall be the policy of the RTP to encourage volunteer aid from local civic groups to construct identified facilities while actively pursuing additional funding sources for construction of bicycle and pedestrian routes.
2. Factors to be considered in locating and designing facilities: Certain factors were identified in the survey and in bicycle and pedestrian plans from other areas as having a great influence over whether a facility would be used once built. These factors should be considered when designing facilities along identified routes:
 - A. Safety/Design Considerations. 87% of those who stated they would ride or walk to school or work, do not because of unsafe riding conditions. Inadequate shoulders were often cited as danger zones. High traffic use and "speed zones" were commonly avoided by bike riders. While many proposed routes avoid high traffic areas, some are essential in areas of high traffic use. It is recommended that, when this is the case, separated, Class I, facilities should be constructed.
 - B. Topography. Many of those surveyed stated that they avoided routes that were more than moderately steep for long distances. While moderately steep routes might be used, the survey indicates that the flattest routes are most likely to be used for purposes of transportation.
 - C. Distance/Lack of time. Some bike riders and walkers stated that they did not ride or walk to work or school simply because the distance was too long and it took too much time to reach their destination. Shorter routes, especially those under two miles that connect high concentration population areas to work, school or shopping centers, are likely to receive greater use.

- D. Weather. The use of existing routes was greatly influenced by weather--especially at elevations greater than 3,000 feet where snow was a factor. Bicycle and pedestrian facilities in those areas are likely to be utilized less in winter months and should not be expected to receive year-round use. When such facilities are constructed, they should be designed along roadways where snow removal operations on the roadway can be used to concurrently clear snow from bicycle and pedestrian facilities to increase the availability of the routes during the winter.
- E. Practicality. While those travelling to work or school found bike riding and walking enjoyable and a stress release, those using bikes or walking for shopping often found it impractical. A trip from Greenley Road to the Junction on foot or bike to shop is fine when purchasing a small, light-weight object, but balancing three full sacks of groceries can prove both impractical and dangerous. Shopping trips without a car are most successful over short distances to neighborhood stores. Routes connecting shopping centers with nearby population centers should be given priority over routes connecting population centers with shopping greater than a mile or two away.

3. Support facilities. Once shoulders are striped, bike paths are constructed and walkways are in, the job does not stop. Over 30% of those surveyed stated that once they reached their destination, bike racks were either not available or were inadequate to lock up a bike. Without an assurance that a bicycle can be made safe once a destination is reached, many stated that they would hesitate to use the bike route. Bike lockers, adequate signing of bike routes, bike route maps, showers in County buildings to allow clean-up and changing from bike rides before work and bike rental shops were just a few of the identified support facilities needed. One respondent stated that trips from Sonora to Twain Harte need not require a bike lane along Highway 108, but simply the addition of bike racks on the public transportation buses.

Both for those who walked and biked, adequate lighting for security was a primary requirement.

Those surveyed said these racks, lockers and associated facilities would be used most at shopping centers, schools, medical centers, ball parks, downtown parks, County buildings, libraries, fairgrounds, movie theaters, along railroad grades, banks, and near courthouses, to name a few.

4. Follow-through. You can learn from a mistake only if you make one. It should be a primary goal of the RTP to have at least some bicycle facilities constructed by 1995. The construction of new sidewalks should also be a primary goal. Only actual construction of a designated nonmotorized facility will identify problems unique to constructing such facilities in a mountainous rural area such as ours. Only construction of pedestrian and bicycle routes will provide a basis for evaluating the success of nonmotorized paths on a County-wide basis so that

future routes can be better planned and more educated judgements regarding funding can be made. County enthusiasm and support for utilizing nonmotorized transportation can be generated only if the community is provided with a safe facility.

5. Promoting non-motorized transportation/Educating the public. The "Tuolumne County Bicycle and Pedestrian Facilities Project List" should not begin and end with construction of bicycle and pedestrian facilities. Educating the public as to the existence of those facilities should be a primary goal of the RTP. Those surveyed offered the following suggestions for encouraging use of nonmotorized facilities once built: Promoting bicycle and walking clubs, an annual County-wide "Bike Day" or County-sponsored bicycle race and monetary or time-off incentives for County or private employees utilizing bicycles or walking to get to work. To increase awareness of availability of facilities built, respondents suggested preparation of a map locating facilities and made readily available to the public.

BICYCLE AND PEDESTRIAN FACILITIES CONSTRUCTION STANDARDS

Policies outlined in the "Future Actions" portion of this study indicate when and where facilities will be located. The following section provides guidelines for the construction of those facilities.

BICYCLE FACILITIES: There are three basic classes of bicycle facilities. This plan emphasizes the use of Class I and Class II facilities.

BIKE PATH/CLASS I: Facilities completely separated from motorized traffic in a right-of-way designated for use by bicycles. These facilities could be located along creeks or be parallel to, but separated from, existing roadways.

These facilities are generally higher in cost, and require more maintenance, but provide a greater peace of mind from a safety standpoint and receive correspondingly greater use.

BIKE LANE/CLASS II: A restricted right-of-way designated for exclusive or semi-exclusive use of bicycles--usually located on the shoulder of an existing roadway or utilizing a sidewalk. In general, these facilities are constructed as striped shoulders and are therefore easier to maintain.

CLASS III: A shared right-of-way designated by signs marking a route--typically bikes and cars using the **same lanes without specially marked shoulders** for bicycles. These facilities require no improvements, but generally consist of signs along preferred routes. This type of facility should not be used. If a street does not have sufficient width to accommodate a cyclist in a designated lane, then it should not be signed as a route.

SOURCE: City of Davis "Bicycle Programs," Davis City Council, Revised 1977

It is recommended that bicycle path construction standards conform to the Caltrans Highway Design Manual. In general, these standards require five feet of paved area for each travel direction and from one to two feet of shoulder area. **TABLE 3** illustrates construction guidelines from the Highway Design Manual. These standards should be used as a guide to be refined for specific projects. All cost estimates for proposed facilities are based upon these design standards. However, actual construction should allow for design exceptions when necessary to avoid environmental impacts or to retain rural character. Specific design considerations should include, but are not limited to, minor narrowing of facility width to avoid trees or to allow meandering facilities more appropriate to the County's rural character.

PEDESTRIAN FACILITIES: Pedestrian facilities are required in the following urban zoning districts unless the development is isolated or located in a more rural area: R-1/R-2/R-3/C-1, C-2, C-O, C-K, M-1, M-2, P (when adjacent to a school). Four foot wide striped shoulders should be required in RE-1 and RE-2 zoning districts within the project site to accommodate pedestrian travel. Pedestrian facilities are not required in RE-1 or RE-2 zoning districts if the average lot size in the development is greater than two acres.

SIDEWALK/PEDESTRIAN SHOULDER CONSTRUCTION STANDARDS: Sidewalks or pedestrian shoulders should be constructed as follows:

- * Sidewalks should be concrete, unless otherwise specified in an Area Plan.
- * Sidewalks shall not be allowed above 3,000 feet above sea level unless specific provisions for snow removal are included in submitted plans.
- * Sidewalks should be a **minimum** of 4' wide with a minimum 8" curb and gutter in residential areas. Sidewalks should be a **minimum** of 5' wide with additional area for curb and gutter for commercial and industrial developments or for schools where pedestrian traffic volumes are greatest.
- * Construction standards should be flexible when needed to preserve rural character or to preserve individual trees or visual quality. To preserve aesthetics, sidewalks should meander within the public rights-of-way if sufficient rights-of-way are available. For aesthetics, an additional four-foot strip may be reserved between the walk and the curb for landscaping. Said landscaping shall be maintained by the project proponent unless other arrangements are made.
- * Walkways in RE-1 and RE-2 districts shall include a minimum 4 foot wide paved shoulder.
- * Sidewalks along State Highways should conform to Caltrans standards.

OBJECTIVE AND POLICIES

OBJECTIVE To encourage the use of alternative means of transportation by providing safe bicycle and pedestrian facilities between high use areas thereby reducing road congestion which improves circulation, health and air quality within the County.

POLICIES:

1. Actively investigate and support the development of alternative funding sources for bicycle and pedestrian facilities.
2. Construct bicycle and pedestrian facilities as soon as possible when funds become available.

PAST PLAN ACCOMPLISHMENTS

1. Per the 1985/86 Official Work Program, TC/CAPC staff updated information on bicycle and pedestrian facility need throughout the County.
2. The City of Sonora has addressed pedestrian facility needs in community improvement grants and in requirements for new development, particularly in the Greenley Road area.
3. The TC/CAPC began allocating two percent (2%) of all new apportionments of Local Transportation Fund (LTF) dollars to fund bicycle and pedestrian facility projects in 1987.
4. County Staff has required the construction of sidewalks for development in the Cabezut basin and fronting the Sonora Hills development. County Staff has also required an off-site walkway for the Mi-Wuk Pines Estates Subdivision.
5. The Jamestown Area Planning Commission has adopted, as part of the Jamestown Area Plan, a bicycle and pedestrian plan for the Jamestown Area. The plan includes construction of a trail along Woods Creek from Jamestown to Sonora. Development along Woods Creek has already been required to construct a portion of this trail.

FUTURE ACTIONS

The City of Sonora should and Tuolumne County shall:

1. Give consideration to designing bicycle and pedestrian transportation routes which can be integrated into the recreational routes designated for the Recreational Element of the General Plan.
2. Work with parents, schools and educators in designing bike lanes utilized by school children. Educate parents, school children and educators as to the availability of these routes and rules for safety on the routes. New schools should be encouraged to identify preferred bicycle and pedestrian routes to the school from nearby population centers.
3. When appropriate, require new commercial, high density residential and recreational development to provide and maintain bicycle storage facilities at various locations throughout the developments.
4. Prohibit bicycle and pedestrian facilities which share traveled lanes with autos (Class III). NOTE: Class III facilities do not include paved and lined shoulders adjacent to traveled ways (Class II facilities) which are encouraged.
5. Encourage the construction of Class I and Class II bicycle facilities such as widened and striped shoulders or completely separate facilities. In high traffic/high speed motorized transportation areas which receive high use by school children, require the construction, where feasible, of barriers between motorized and non-motorized traffic. Such barriers can include, but are not limited to, construction of an asphalt curb or bump between motorized and non-motorized traffic ways.
6. Support private efforts to construct bicycle and pedestrian facilities between high use areas.
7. Require all new Area Plans to include, as part of the Transportation Element, a bicycle and pedestrian routes plan.
8. When appropriate, require new development to contribute to or construct bicycle and pedestrian facilities. New development occurring within a two mile radius of a school, shopping center, life enrichment facility or work concentration area and located along a major or minor collector or arterial shall be targeted for providing bicycle and pedestrian facilities within the new development. Such developments shall set aside sufficient room along the project frontage to accommodate bicycle and pedestrian facilities.

9. Require, where appropriate, dedication of right-of-way for and/or construction of bicycle and pedestrian facilities along routes identified in the priority and nonpriority lists contained in Tables 1 and 2 of this plan.
10. Require, where appropriate, development in the following zoning districts to construct sidewalks when said development is located within an urbanized area: R-1, R-2, R-3, C-1, C-2, C-O, C-K, M-1, M-2, P (when adjacent to a school).
11. Require, where appropriate, development in the following zoning districts to provide and stripe minimum four-foot wide shoulders to accommodate pedestrians: RE-1, RE-2 unless average lot sizes are greater than two acres.
12. Require, where appropriate, new schools, commercial or industrial development in urbanized areas to provide sidewalks along roads fronting such development.
13. The City of Sonora and Caltrans should and the County of Tuolumne shall improve existing arterial and collector roads to accommodate bicycle and pedestrian uses when constructing improvements or conducting maintenance on such roads. Particular emphasis shall be given to those roads which have been identified as part of the Tuolumne County Bicycle and Pedestrian Facilities Project List (Tables 1 and 2).
14. Continue to set aside two percent (2%) of all new apportionments of Local Transportation Fund (LTF) dollars to fund bicycle and pedestrian facility projects identified in the advisory list.
15. Adopt as its goal the construction of some bicycle and new pedestrian facilities within the County prior to 1995.
16. Upon construction of new bicycle and pedestrian facilities, map all available bicycle and pedestrian routes and produce a public handout advertising the availability and location of these routes.
17. During future transportation fee revisions, evaluate the need to anticipate fees for bicycle and pedestrian facility construction.
18. Investigate increasing the amount of LTF funds set aside for construction of bicycle and pedestrian facilities.
19. Pursue means by which public motorized transportation facilities and nonmotorized transportation facilities may be incorporated. For example, Staff shall investigate the feasibility of providing bicycle racks on public transportation buses.
20. Revise local road standards to ensure that all new arterial and collector roads can accommodate bicycle and pedestrian facilities.

21. Continue to pursue the utilization of abandoned ditch, road, rail and other types of right of ways for future pedestrian and bicycle use.
22. Continue to explore new funding sources for construction of bicycle and pedestrian facilities.
23. Actively pursue the acquisition of Proposition 116 funds and use a portion of these funds for construction of bicycle facilities.
24. Investigate and actively pursue funding available through the Intermodal Surface Transportation Efficiency Act of 1991 (H.R. 2950). Known as the Surface Transportation Program (STP) or ISETEA "ICETEA", the measure authorizes \$151 billion for a variety of transportation assistance programs over the next six years. Under the legislation, the State must spend no less than 10% of their STP funds on "transportation enhancement activities" including facilities for pedestrians and bicycles as well as preservation of abandoned railway corridors including the conversion and use of them for pedestrian or bicycle trails.

FINANCIAL ANALYSIS

- I. POTENTIAL FUNDING SOURCES: The purpose of this section is to discuss the variety of funding sources for construction of bicycle and pedestrian facilities.
- a. Local Transportation Funds (LTF): Sections 99233.3 and 99400(a) of the Public Utilities Code allows LTF dollars to be used to fund bicycle and pedestrian facility projects. Section 99233.3 also establishes a commonly applied rationale for setting aside two percent (2%) of all new apportionments of LTF for such use. The TC/CAPC currently sets aside 2% of all new apportionments of LTF dollars for bicycle and pedestrian facility improvements. The TC/CAPC has approved claims for individual pedestrian facility improvements when requested to do so by the City of Sonora. LTF dollars were to be used originally as seed money or local match against State Bike Lane Account (BLA) or (State Transportation Improvement Program) STIP funds, however, LTF dollars have, to date provided the only source of funds for construction of bicycle and pedestrian facilities and may continue to do so in the future.
- LTF dollars have accrued at an average rate of \$15-20,000/ year.
- b. Proposition 116: This new funding source passed in June of 1990. The fund provides money for construction of bicycle facilities aimed at filling transportation needs. Sponsored by the Planning Conservation League, Proposition 116 funds could provide the County with nearly 2.3 million dollars for various rail projects as well as bicycle facilities over the next ten years. It is anticipated that such funding could be made available to the County during FY 1992-93 or 1993/94. This fund could provide one of the likeliest sources of income for constructing bicycle facilities in the County.
- c. State Bike Lane Account (BLA): The BLA provides an extremely limited amount of dollars for the construction of new bicycle facilities. The money is allocated on a statewide competitive basis and the competition is fierce. This Caltrans administered program requires a minimum 10% local match. In 1990, only ten projects statewide were funded from this account--mainly to provide alternative transportation routes to such destinations as schools, parks, libraries. Neither the City of Sonora nor the County of Tuolumne have ever utilized this fund. Caltrans annually informs the Tuolumne County Department of Transportation of fund availability.
- d. State Highway Fund: This fund provides a limited amount of money for the construction of new bicycle facilities located on or near State highways. These funds are governed by priorities established in the STIP program. (See the discussion of State Highway Fund in the Streets and Highways

Element of this Plan for more information on the State Highway Fund and STIP process)

- e. Caltrans Minor Program: This program, administered by Caltrans, District 10, does not provide for construction of non-motorized transportation facilities. It provides funds for maintenance of minor facilities necessary to insure safety or operational success. This source should be kept in mind for maintenance of facilities, once built.
- f. The Intermodal Surface Transportation Efficiency Act of 1991 (H.R. 2950) was signed into law on December 18, 1991. Known as the Surface Transportation Program (STP) or ISETEA "ICETEA", the measure authorizes \$151 billion for a variety of transportation assistance programs over the next six years. Under the legislation, the State must spend no less than 10% of their STP funds on "transportation enhancement activities" including facilities for pedestrians and bicycles as well as preservation of abandoned railway corridors including the conversion and use of them for pedestrian or bicycle trails.
- g. Other: Private sector contributions (community group donations, right of way donations, etc.) may be available in the future, however such sources are unreliable. Currently, the Lions Club is working with the Groveland Community Services District to create a trail from the Pine Mountain Lake Subdivision to the Hetch Hetchy Railroad Grade and up to the ball park. Volunteer efforts such as these should be enthusiastically endorsed by the County/City and LTC.

In summary, competition for construction funds for nonmotorized facilities is fierce and the location and design of the facility governs what funds can or cannot be used. Therefore, where possible, routes should be designed and located to increase the potential for success in obtaining funding. With that in mind, the following recommendations, incorporated in the "Future Actions" portion of this plan, can be made:

- 1. The continued allocation of 2% of LTF funds is essential if the nonmotorized element of this Plan is to become a reality. It is recommended that LTF funds not be used solely as matching funds, but as a source of providing 100% funding for those smaller project deemed most necessary in the Plan or for providing maintenance for facilities once constructed.
- 2. Private sector contributions should be strongly encouraged by the County.
- 3. The best hope for future funding outside of LTF allocations clearly lies in Proposition 116 funding and every effort should be made to actively pursue this funding source in Fiscal Years 1992-93 and/or 1993-94.

4. Projects on and around State Highways should be distinguished. These projects may utilize State Highway Funds.
5. Upon completion of the Proposition 116 grant request, the availability of funding from the Intermodal Surface Transportation Efficiency Act of 1991 (H.R. 2950) - ISETEA "ICETEA" should be investigated.

II. Estimated Revenues

As illustrated above, it is difficult to predict what, if any income could be available from many programs. Currently, it appears that only two funding sources and a possible third can be relied upon to produce income for construction of non-motorized facilities: The 2% LTF setaside, Proposition 116 dollars and perhaps ISETEA Funds.

Approximately 1.3 million dollars could be available from Proposition 116. A grant application for this funding is being drafted to construct the four highest priority projects identified in this plan. Currently, approximately \$95,000 is available in LTF dollars for nonmotorized facilities. This funding source accrues at a rate of \$10,000 to \$20,000 each year.

The following estimated revenue includes only funding sources which are considered reliable. NOTE: Variable LTF setaside funds are computed at an average of \$15,000/yr. though actual accrual varies from \$10,000 to \$20,000:

Fiscal Year	2% LTF funds	Prop. 116 funds	Total
1992/93	\$ 95,000	\$ 1,318,000	\$ 1,413,000
1993/94	\$ 15,000	-0-	\$ 15,000
1994/95	\$ 15,000	-0-	\$ 15,000
1995/96	\$ 15,000	-0-	\$ 15,000
1996/97	\$ 15,000	-0-	\$ 15,000
1997/98	\$ 15,000	-0-	\$ 15,000
1998/99	\$ 15,000	-0-	\$ 15,000
1999/2000	\$ 15,000	-0-	\$ 15,000
2000/01	\$ 15,000	-0-	\$ 15,000
2001/02	\$ 15,000	-0-	\$ 15,000
2002/03	\$ 15,000	-0-	\$ 15,000
	\$ 245,000	\$ 1,318,000	\$ 1,563,000

III. Estimated Expenditures

Fiscal Year	2% LTF funds	Prop. 116 funds	Total
1992/93	-0-	\$ 329,500	\$ 329,500
1993/94	-0-	\$ 329,500	\$ 329,500
1994/95	-0-	\$ 329,500	\$ 329,500
1995/96	*	\$ 329,500	\$ 329,500
1996/97	*	-0-	
1997/98	*	-0-	
1998/99	*	-0-	
1999/2000	*	-0-	
2000/01	*	-0-	
2001/02	*	-0-	
2002/03	*	-0-	
	*	\$ 1,318,000	**

*Funds to be spent in these periods are likely to include LTF setaside funds for maintenance of facilities constructed through FY 1995/96.

**It is anticipated that a balance may remain from LTF funds after maintenance of existing facilities. It is anticipated that this balance will be insufficient to construct new facilities unless an alternative source for maintenance funding is identified.

In summary, once Proposition 116 funds and LTF setaside funds are exhausted, funding from ISETEA appears to be the most likely source for additional funding. The financial portion of this study should be revised to reflect new income sources as they become available.

**TABLE 1: PRIORITY CONSTRUCTION LIST
TUOLUMNE COUNTY BICYCLE AND PEDESTRIAN FACILITIES PROJECT LIST**

Priority	Community Affected	Miles	Roads Involved	Project Description	Cost
1	Sonora	1.3±	Mono Way from Washington to Sonora Plaza/Greenley Road	<u>Connect Washington/Stewart/Mono Way intersection with the Sonora Plaza:</u> Construct bicycle and pedestrian facilities from the vicinity of the Kentucky Fried Chicken along the highway to the Sonora Plaza shopping center and connecting with proposed facilities terminating at the intersection of Greenley Road and Mono Way.	\$ 617,000
2	Sonora	2.7±	Hwy 49/Parrotts Ferry/Sawmill Flat/Old Sonora-Columbia Rd/Columbia Way/Melones Water Line	<u>Connect the City of Sonora to Columbia College.</u> Provide Bicycle facilities from Stewart St. in Sonora at its intersection with Columbia Way, along Columbia Way then onto a short portion of Highway 49 then along Old Sonora-Columbia Road returning to Hwy. 49 to Parrotts Ferry Road to Sawmill Flat Road. From here Bicycle and Pedestrian Facilities to be provided along Sawmill Flat Road then overland along the New Melones Water Line Easement to the Oak Pavilion at Columbia College.	\$ 382,500
3	Groveland	.5±	Ferretti Road	<u>Connect Pine Mountain Lake Subdivision with downtown Groveland:</u> Provide Bicycle and Pedestrian Facilities from the Pine Mountain Lake Drive entrance along Ferretti Road to Highway 120. A connection from the terminus of the path at Highway 120 to the vicinity of Elder Lane where the existing Tenaya Elementary School facilities begin.	\$ 85,000
4	Jamestown	.6±	Seco/Sierra/Eighth/Fifth Ave.	<u>Connect Mother Lode West Subdivision to Jamestown Elementary School:</u> Widen shoulders for bicycles and pedestrians along Seco Street from Jim Brady Road to Sierra Avenue. Continue shoulder widening along Sierra Avenue to Eighth Street, up Eighth Street to Fifth Avenue and along Fifth Avenue to the Jamestown Elementary School located across from Willow Street. An asphalt curb should be provided along Seco Street and along Fifth Avenue for this facility to separate motorized and nonmotorized facilities.	\$ 233,500
SUBTOTAL FOR PROPOSITION 116 FUNDED PROJECTS					\$ 1,318,000
5	Willow Springs	.5±	Soulsbyville Rd.	<u>Connect Willow Springs Subdivision/Sonora Vista Subdivision to Soulsbyville Elementary School:</u> Construct bicycle/pedestrian facilities along Soulsbyville Road from Mono Vista Road past the Willow Springs Subdivision and to Soulsbyville Elementary School. NOTE: It appears that adequate room exists to construct a Class I facility.	\$ 219,000
6	Tuolumne	.9±	Tuolumne Rd/Carter/Fir/Pine/Elm	<u>Connect Tuolumne Square Shopping Center and Apartments to Summerville Elementary School:</u> Provide bicycle and pedestrian facilities across Tuolumne Road's frontage in front of the Tuolumne Square Shopping Center and Apartments then down Carter St. to Fir. Continue facilities from Fir to Pine St. then down Pine St. to Elm and on to Summerville Elementary School. NOTE: Some pedestrian facilities are already available along Carter. Where	\$ 227,000

7	Jamestown	.3±	Willow St./Fifth Ave.	<u>Connect Jamestown Elementary School to downtown Jamestown:</u> Extend proposed bicycle and pedestrian facilities from the facilities proposed on Fifth Avenue ending at the Elementary School along Willow from Fifth Avenue to Main Street.	\$ 182,000
8	Twain Harte	0	Strauch/Joaquin Gully/Little Fuller/Tiffeni/Twain Harte Dr.	<u>Improve intersections along roads connecting major subdivisions and Twain Harte Elementary School:</u> Improve the intersections of Strauch and Joaquin Gully Roads/Little Fuller and Joaquin gully Roads/Tiffeni and Twain Harte Dr. intersection by painting or repainting and signing crosswalks to allow safer crossings for bicyclists and pedestrians travelling from this area to both the existing and proposed school.	\$ 219,000
9	Sonora	1.1±	Greenley Road	<u>Connect Lyons Street to Mono Way along Greenley Road:</u> Pedestrian facilities currently exist along most of this route. Bicycle routes should be added where they do not already exist by widening shoulders and striping. Along sections which receive high use from school children, an asphaltic barrier should be constructed between the bicycle lanes and motorized traffic. A traffic signal at the intersection of Cabezut and Greenley is already planned. Striping at this intersection should be planned to accommodate bicycle and pedestrian crossings.	\$ 473,000
10	Columbia	.6±	Broadway (Parrotts Ferry)	<u>Widen shoulders along Broadway (Parrotts Ferry) from Airport Rd to the entrance of the State Park</u> for combined bicycle and pedestrian use.	\$ 436,000
11	Tuolumne	.3±	Fir/Main	<u>Connect proposed facilities to the park and downtown area:</u> Continue construction of proposed facilities on Pine Street to Main St. along Fir and Main Streets from Bay to Willow.	\$ 51,000
12	Groveland	1.0±	Ferretti Rd. from Tioga School to PML	<u>Connect Tioga School with the Ball Park and downtown:</u> Widen shoulders for bicycle and pedestrian facilities from the new Tioga School along Ferretti Road to Flint Court and along Ferretti from Flint Court to facilities beginning on Ferretti at its intersection with Pine Mountain Drive.	\$ 358,000
13	Sonora	1.8±	Racetrack/Snell	<u>Connect Gibbs/Rancho Sonora/Sonora Knolls Subdivisions with downtown Sonora and Sonora High School:</u> Widen shoulders along Snell Street from Washington Street to Racetrack Road. Continue widening along Racetrack to Jamestown Road. Combination bicycle/pedestrian facilities should be provided and an asphaltic curb, at minimum, should separate the nonmotorized facility from the motorized traffic.	\$ 502,000
14	Columbia	.5±	Airport Rd/Mormon Ck to Columbia El. (Dondero Trail)	<u>Provide bicycle and pedestrian facilities from Airport along Airport Rd., then overland through the Steiner parcel along Mormon Ck. to Parrotts Ferry Rd near Columbia Elementary School and connecting with Parrotts Ferry Road facilities.</u>	\$ 51,000
15	Sonora to Junction	.4±	Mono Way/Hwy 108/Loop Road	<u>Provide for bicycle/pedestrian facilities along Mono Way during planning for the widening project along Mono Way from Greenley Rd. too Loop Rd. Provide bicycle/pedestrian facilities along Loop Rd. and continue back onto Hwy. 108 to the Junction Shopping Center.</u>	\$ 661,000
SUBTOTAL FOR UNFUNDED PRIORITY PROJECTS					\$ 3,379,000

n. Sonora	.7+	Woods Creek Dr./Bonanza	Provide striping for bicycle and pedestrian facilities from Stockton Road's intersection with Wood's Creek Drive, along Wood's Creek Drive, across Wood's Creek and onto Bonanza Rd. This route should continue along Bonanza to its intersection with proposed facilities on Snell.	\$ 680,000
o. Sonora	.8+	Sunrise Hills/Cabezut Extension	Connect Greenley Basin with downtown Sonora: Bicycle/pedestrian facilities shall be constructed along the interior roadways, including the Cabezut extension, through the Sunrise Hills subdivision by the developer. A preferred route from the terminus of the Cabezut extension's intersection with Barretta should be constructed to connect Barretta with, preferably, Stewart Street. The preferred route for this addition is to connect Barretta with Shepherd and then to Stewart along Theall.	majority to be constructed as part of Sunrise Hills Project.
p. Sonora	.5+	Stockton Rd. (Hwy. 49)	Widen shoulders along Stockton Road/Hwy 49 from the entrance to the fairgrounds to Washington St.	\$ 217,000
q. Sonora	.8+	Shaw's Flat Rd/School St.	Connect Banner/Elk Drive subdivisions with downtown Sonora and Sonora High School: Provide bicycle and pedestrian facilities from the Banner/Elk Drive intersection with Shaw's Flat Road and along Shaw's Flat to School St. and intersecting with facilities on Bonanza and Snell. Shoulders should be widened and facilities should use an asphaltic curb to separate heavy traffic areas from nonmotorized facilities.	\$ 377,000
r. Twain Harte	.6+	Strauch/Joaquin Gully/Manzanita/Tiffeni	Widen shoulders along Strauch Dr. from Mono Pass to Joaquin Gully: Cross Joaquin Gully and proceed with bicycle and pedestrian facilities along Manzanita through to the existing Twain Harte Elementary School (an improved crossing over Twain Harte Drive should be in place from a previously proposed project on this list). From the school, create facilities behind the baseball field and on to Tiffeni Dr. Continue facilities along Tiffeni Dr. from the baseball field to Twain Harte Dr. Continue facilities along Twain Harte Drive's frontage into the new Twain Harte Elementary School. Separate bicycle and pedestrian facilities should be provided along Twain Harte Dr. from Tiffeni and along the frontage of the new school.	\$ 349,000
s. Twain Harte	.7+	Fuller Rd/Joaquin Gully/Cedar	Widen shoulders along Fuller Rd. from Mark Twain Rd., across Joaquin Gully Dr. and down Cedar to the Twain Harte Elementary School for bicycle and pedestrian use.	\$ 423,000
t. Twain Harte	.5+	Sugar Pine RR Grade/East Ave./Tiffeni Dr.	Improve the Sugar Pine Railroad Grade from the intersection of Cedar Pines/East Avenue to the Twain Harte Shopping Center for bicycle and pedestrian use. Along this stretch, facilities should be provided to allow easy access on and off the grade at East Ave., Tiffeni Dr. and on Huron.	A large portion is being constructed by the applicant for Black Oak Estates
u. Intercommunity: Racetrack to proposed Columbia School	1.0+	Jamestown Rd.	Widen shoulders along Jamestown Rd. to provide bicycle and pedestrian facilities along Jamestown Rd. from proposed facilities on Racetrack Rd. south to the proposed Columbia Elementary School. NOTE: An asphalt barrier should be erected between motorized and non-motorized traffic along this route. If the school abandons plans to construct at this site, the route remains a recreational bicycle route.	\$ 420,000
v. Intercommunity: Proposed Columbia School to Jamestown	1.4+	Jamestown Rd.	Widen shoulders from the proposed Columbia School along Jamestown Rd. south to that road's intersection with proposed facilities along Wood's Creek connecting Jamestown and Sonora. NOTE: If the school abandons plans to construct at this site, the route remains a recreational bicycle route.	\$ 515,000
w. Intercommunity: Connect Sonora and Jamestown via Woods Creek	3.7+	Woods Creek	Connect Jamestown to Sonora via Woods Creek: Construct a bicycle and pedestrian facility from Jamestown to Sonora along Woods Creek. At the west end of the Sonora Bypass, two alternatives exist: a. Continue along Hwy. 49 into Sonora. Or, b. Continue along Woods Creek to the sewer ponds then to Southgate Rd. and on to Stockton St.	\$ 1,752,000
TOTAL COST NON-PRIORITY PROJECTS				\$ 10,093,000

**TABLE 2: NON-PRIORITY CONSTRUCTION LIST
TUOLUMNE COUNTY BICYCLE AND PEDESTRIAN FACILITIES PROJECT LIST**

Community Affected	Miles	Roads Involved	Project Description	Cost
a. Columbia	1.0+	Parrotts Ferry	Widen shoulders along Parrotts Ferry Road from Sawmill Flat Road to Airport road for bicycle use.	\$ 679,000
b. Columbia	.7+	NS402 and overland	Connect Columbia College to downtown Columbia: Improve the existing path from Columbia College to downtown Columbia for bicycle and pedestrian use. NOTE: This area is under State and private ownership and negotiations to obtain permission to use the path to avoid conflict with stagecoach and horses should be discussed extensively with the State and private owners to determine the most appropriate design standards and any potential deviations needed along the route.	\$ 329,000
c. Groveland	.6+	Hetch Hetchy RR Grade	Improve the Hetch Hetchy RR Grade for bicycle and pedestrian use from Wayside Park to Deer Flat Rd.	\$ 473,000
d. Groveland	.5+	Highway 120	Construct new and improve existing pedestrian facilities along Hwy 120 through the central downtown district: Construct combination bicycle and pedestrian facilities from Wayside park along Hwy 120 to connect with the existing route to Tenaya School originating west of Elder Lane.	\$ 304,000
e. Jamestown	.5+	Ninth/Tenth/Seco	Connect Preston Lane developments to Jamestown Elementary School routes and connect Mother Lode West facilities to downtown Jamestown: Construct bicycle and pedestrian facilities by widening shoulders along Ninth St. and Tenth St. to intersect with facilities proposed on Sierra Ave. Construct bicycle and pedestrian facilities along Seco St. from Sierra Ave. to Main St. along Seco. NOTE: Priority should be given to the construction of facilities along Tenth and Ninth Streets as multi-family development occurs along Preston Lane.	\$ 174,000
f. Jamestown	.3+	Preston Lane	Construct bicycle and pedestrian facilities along Preston Lane from the Highway to Seco: NOTE: A portion of these facilities have been constructed in conjunction with the Jamestown Terrace Apts.	\$ 113,000
g. Jamestown	.4+	Fifth Ave/Hwy 108	Complete bicycle and pedestrian facilities along Fifth Ave. from Willow to State Highway 108: Continue facilities from the Fifth Ave./108 intersection to Main St. along Hwy. 108.	\$ 194,000
h. Jamestown	.4+	Main St.	Construct new and improve existing pedestrian facilities along the entire portion of Main St.	\$ 285,000
i. Jamestown	.2+	Seco/Donovan	Construct pedestrian facilities along Donovan between Main and Seco: Construct pedestrian facilities along the west side of Seco between Donovan and Main Streets.	\$ 152,000
j. Jamestown	.3+	Hwy. 108	Construct bicycle and pedestrian facilities along the east side of Highway 108: connecting both entrances of Main St.	\$ 82,000
k. Jamestown	0	Hwy. 108 (Pedestrian underpass)	Construct a pedestrian underpass from Main St. under Hwy. 108.	estimated to be in excess of \$1 million
l. Phoenix Lake Basin/Belleview Oaks	.8+	Phoenix Lake Rd. crossing/Sullivan Creek/Belleview Creek/Hidden Valley	Connect Belleview Oaks Subdivision with Sullivan Creek Elementary School: Create a bike path along Belleview Creek from Acorn Dr. to Phoenix Lake Rd. as it passes through the Belleview Oaks Subdivision. At Belleview Creek's intersection with Phoenix Lake Road., create a pedestrian/bicycle crossing and/or overpass. At this point, Belleview Creek enters Sullivan Creek. Continue the bike/pedestrian path along the southern side of Sullivan Creek (a road grade exists) to Hidden Valley Drive and to the Sullivan Creek Elementary School.	\$ 969,000
m. Phoenix Lake Basin/Crystal Falls	1.7+	Sullivan Creek/Hidden Valley Road	Create a bicycle pedestrian path along Sullivan Creek from its intersection with Crystal Fall Dr. (near Crystal Falls Ct) to the bridge across Sullivan Creek on Hidden Valley Rd. Continue the facility from this bridge to the Sullivan Creek School along the east side of Hidden Valley Rd. NOTE: If right-of-way acquisition estimates prove too costly for this route, the route should be relocated to the shoulders of Crystal Falls Drive to Crestview to Creekside to service residents	\$ 606,000

January, 1987

Figure 1003.1A

Two-way Bike Path on Separate Right of Way

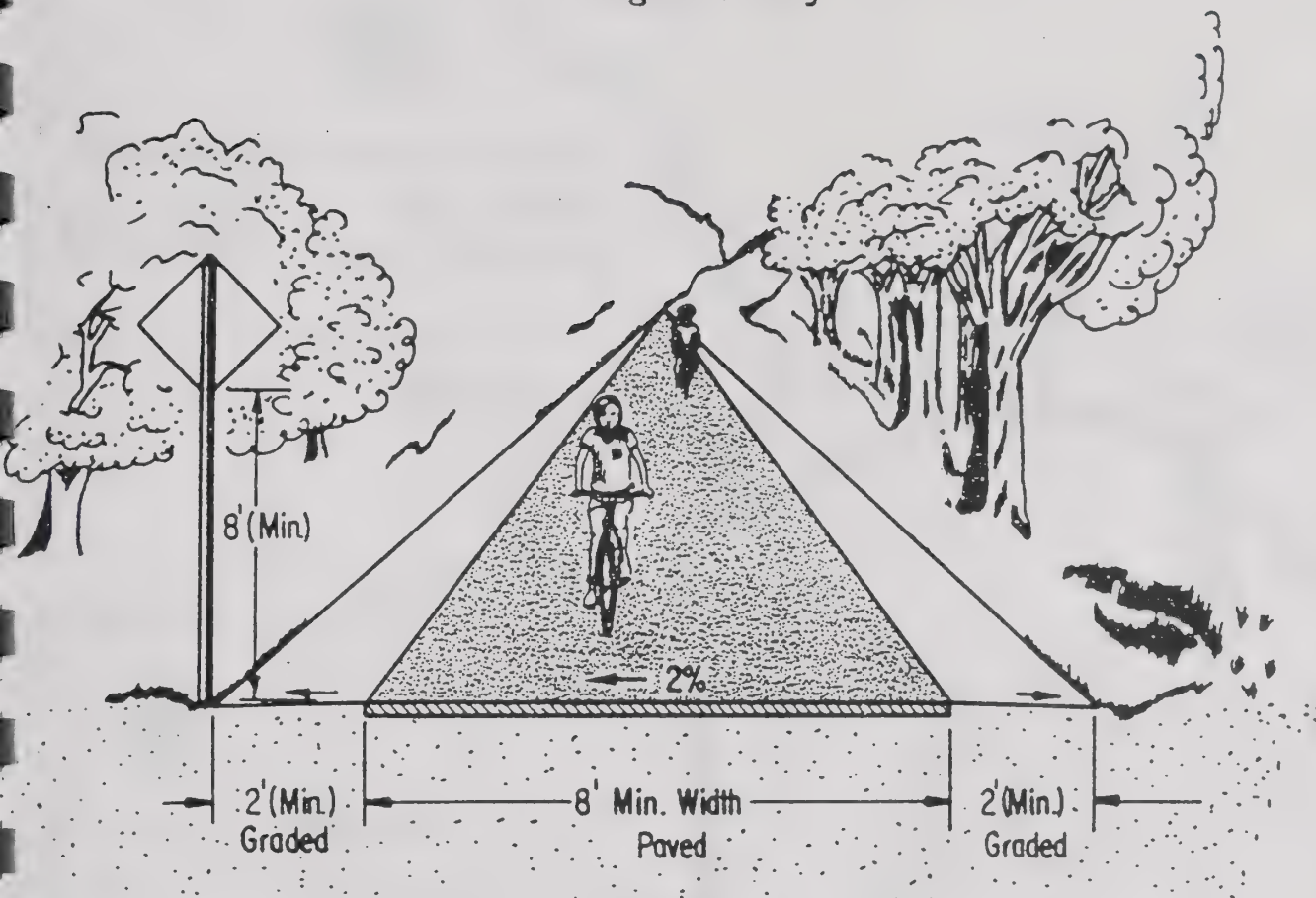
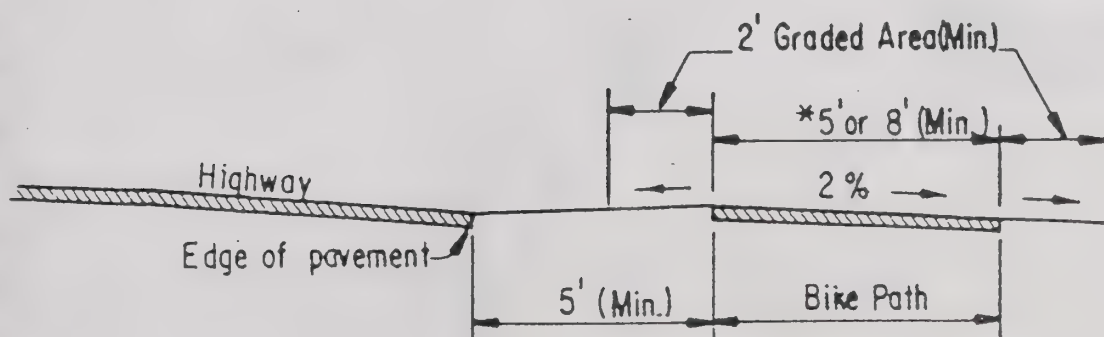


Figure 1003.1B

Typical Cross Section of Bike Path Along Highway



*One-Way: 5' Minimum Width
Two-Way: 8' Minimum Width

COLUMBIA

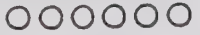
LEGEND



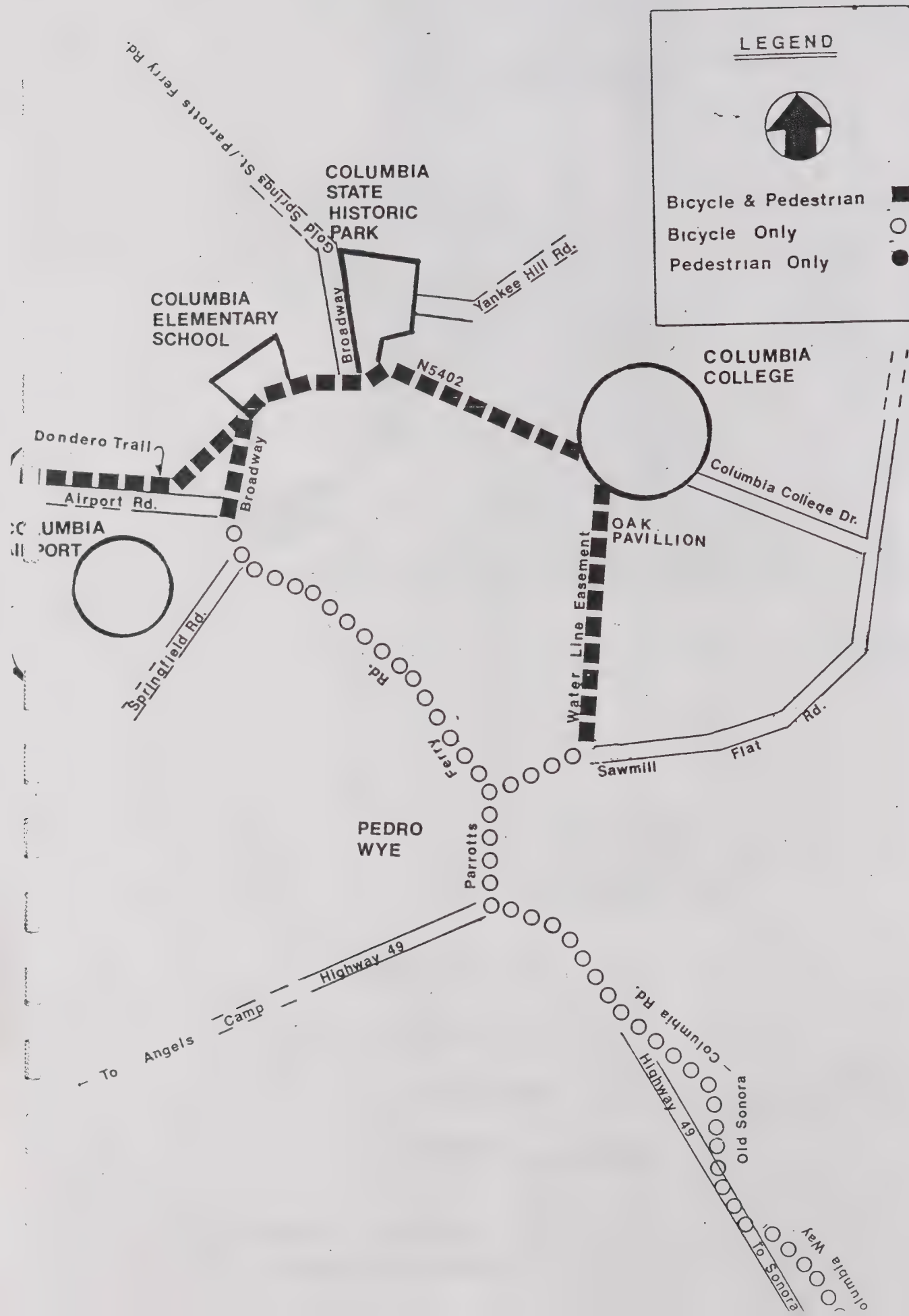
Bicycle & Pedestrian



Bicycle Only



Pedestrian Only

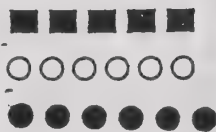


TIOGA
HIGH
SCHOOL

LEGEND



cycle & Pedestrian
cycle Only
pedestrian Only



FLINT CT.

BASEBALL
FIELD

WAYSIDE
PARK

GRADE

DEER FLAT RD.

HETCH HETCHY RR

POWERHOUSE ST.

FERRETTI RD.

MUELLER DR.

PINE MOUNTAIN LAKE
SUBDIVISION

PINE MOUNTAIN DR.

FERRETTI

ELDER LN.

HIGHWAY 120 TO YOSEMITE -

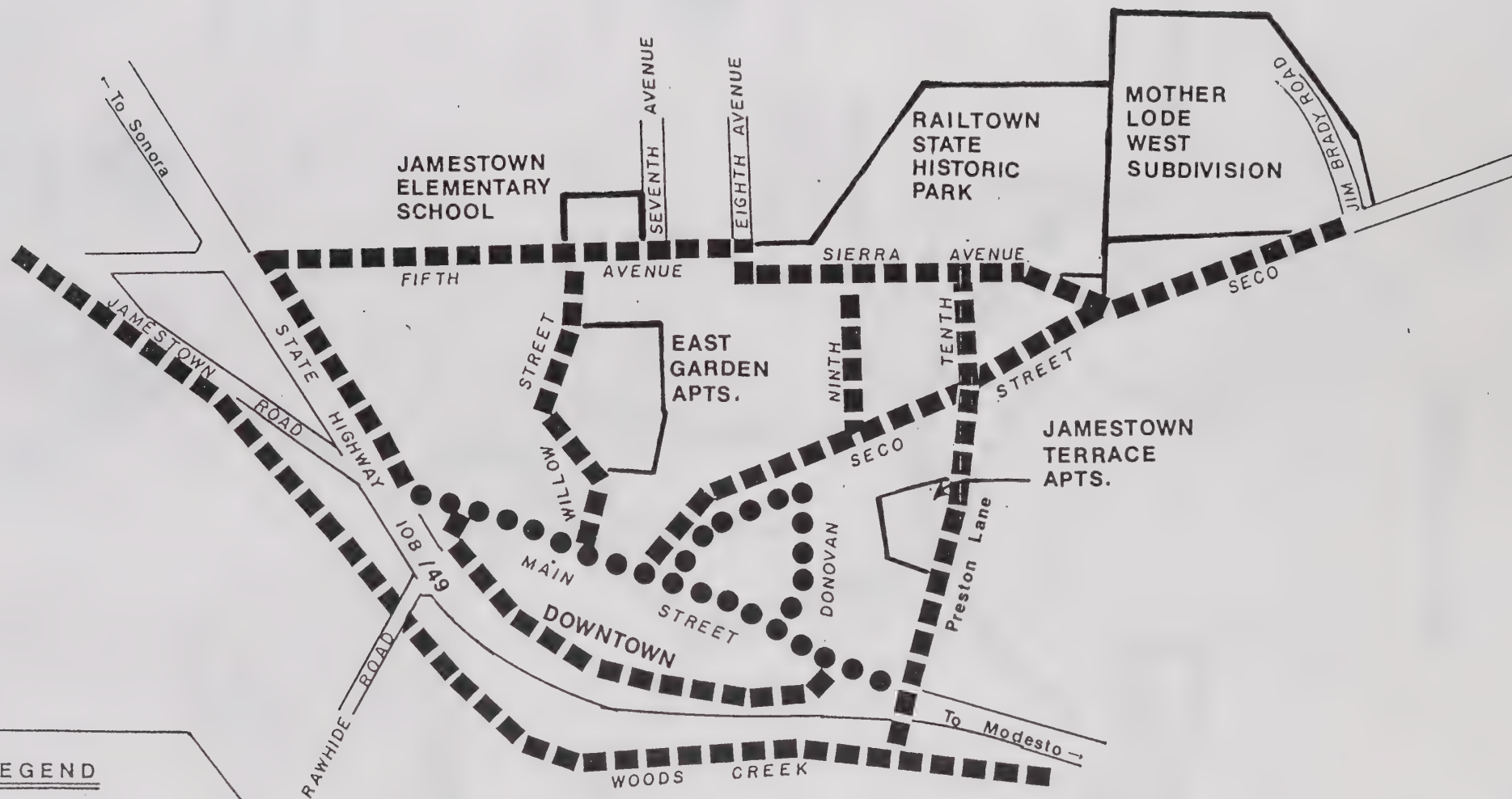
- TO SONORA

HWY. 120

TENAYA
ELEMENTARY
SCHOOL

GROVELAND

JAMESTOWN



LEGEND



Bicycle & Pedestrian



Bicycle Only



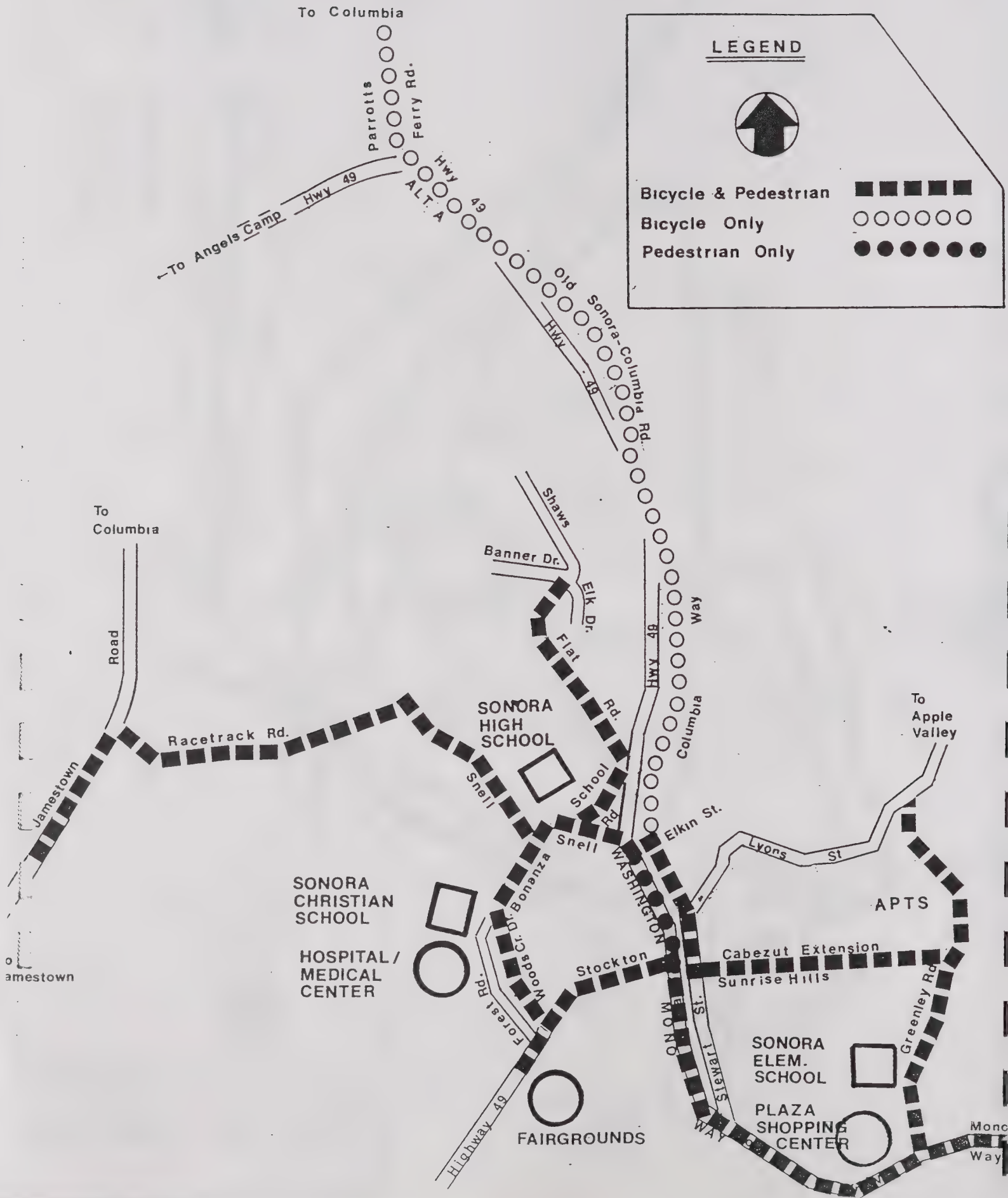
Pedestrian Only



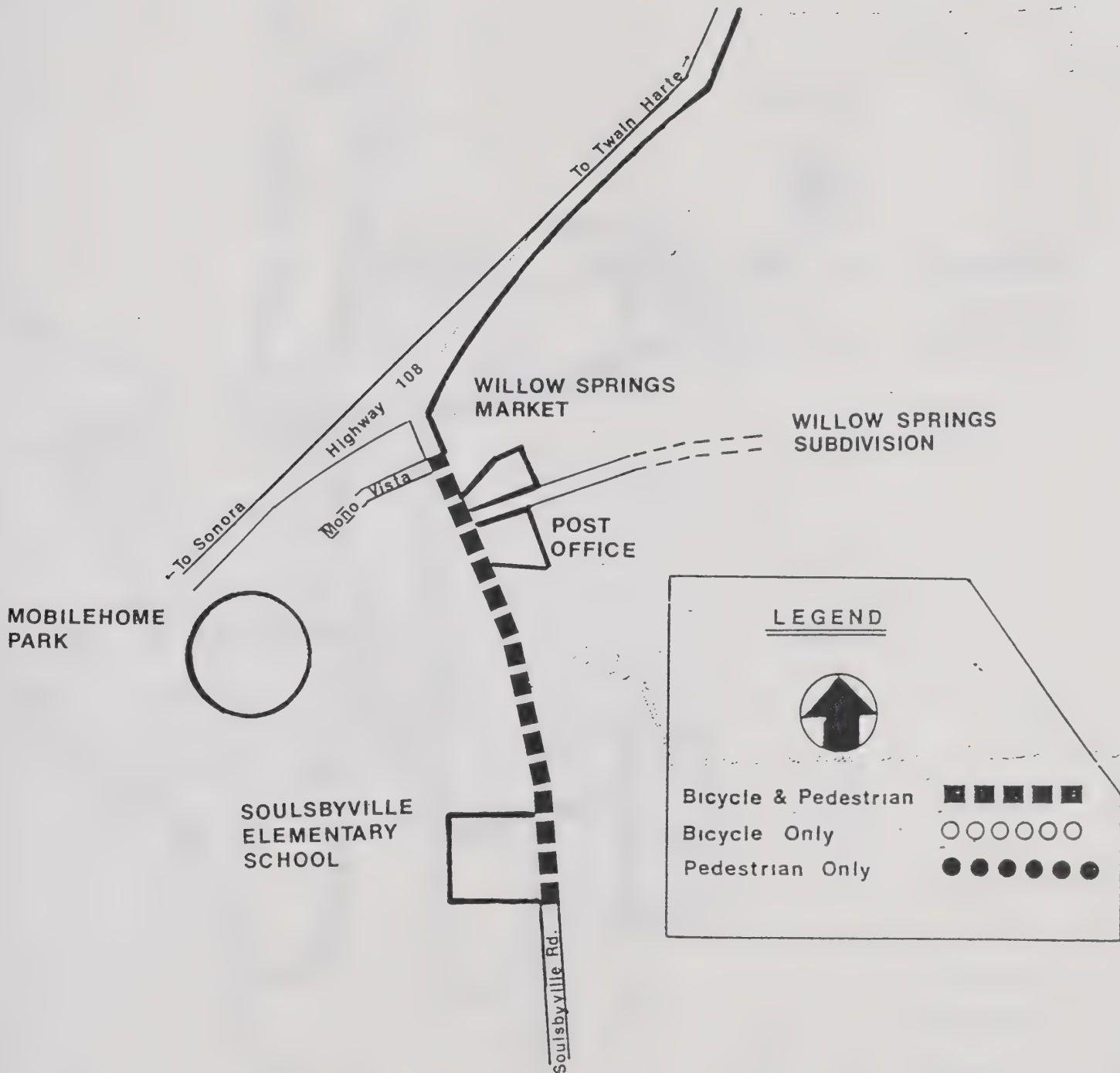
PHOENIX LAKE



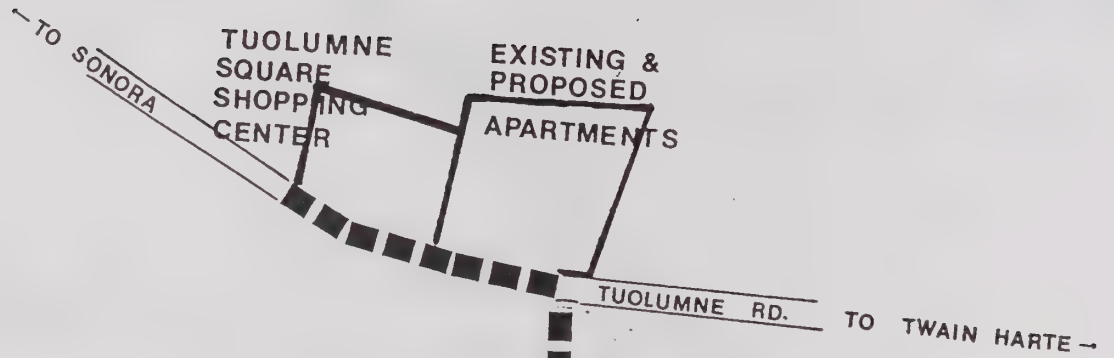
SONORA



SOULSBYVILLE



TUOLUMNE



LEGEND



Bicycle & Pedestrian



Bicycle Only

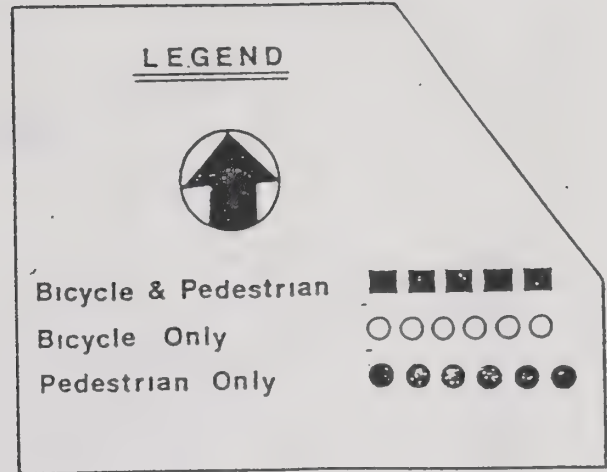


Pedestrian Only



SUMMERVILLE
ELEMENTARY
SCHOOL

TWAIN HARTE



INTERCOMMUNITY FACILITIES

COLUMBIA



Bicycle Only
Pedestrian Only



November 9, 1992

To: Tuolumne County Local Transportation Commission
Attn: Kim Kloebe, Deputy Secretary
Re: Regional Transportation Plan

Dear Kim:

As you know, I have been advocating the construction of a bicycle and pedestrian lane alongside of Ferreatti Road from the Pine Mountain Lake main gate to Highway 120 in Groveland. It is a matter of safety and the need to construct is continually increasing.

The latest draft of the Non-Motorized Element of the Regional Transportation Plan in Table 1, Priority Construction List, lists this project as number two, Alt. A. The estimated cost of this project is indicated as being \$83,007.00

The critical need for this facility is obvious when one observes the amount of pedestrian and bicycle traffic in this area. Mothers with youngsters, some in baby carriages, children going to and from school, shoppers of all ages going to town, all walking on the road or where possible alongside the road.

I respectfully request that the above project be included in the grant application for Proposition 116 funds. Please see attached copies of letters from Pine Mountain Lake Association and the Big Oak Flat - Groveland Unified School District and Resolution No. 6-91 of the Groveland Community Service District Board of Directors supporting this project.

Thank you.

A. S. Moisenco
A. S. Moisenco

PINE MOUNTAIN LAKE
ASSOCIATION



August 20, 1991

Mr. Norm Tergeson
Supervisor, 4th District
2 South Green Street
Sonora, Ca. 95370

Dear Norm:

We are asking for your support to obtain funds from the Tuolumne County LTC to provide a bicycle and pedestrian facility along side Ferretti Road between Pine Mountain Drive and Highway 120.

This project has been given a priority 3 in the LTC's Non-Motorized Element of the Regional Transportation Plan. It is our understanding that LTC has unassigned funds available for projects such as this.

The need for this facility is great. Pedestrians are using this route at the present time but because there are inadequate shoulders along Ferretti Road, they must walk on the roadway itself. Because of the great amount of vehicular traffic and the increasing amount of pedestrian and cycling activity in this area, a safer route is a must.

I wish to thank you in advance for your support of this project.

Sincerely,

John Gray
Executive Manager

JG:mc
cc: Board of Directors

Copy

Big Oak Flat-Groveland Unified School District

P.O. Box 1397 ♦ Groveland, CA 95321-1397

October 9, 1991

Richard C. Traynham
District Superintendent

Mr. Norm Tergeson
Tuolumne County Board of Supervisors
2 South Green Street
Sonora, California 95370

Dear Norm,

Re: Por. Highway 120
Elder Lane/New Path

Board of Trustees

Kathryn Gardner-Michaud
President

Stanley R. Ames
Clerk

Carolyn Higgins

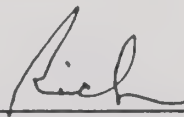
Barry Kelly

Frank Lazzeroni

This letter is in support of a walking path alongside Ferretti Road between Pine Mountain Lake Drive and Highway 120. There are numerous people walking along the edge of Ferretti Road and with the steadily increasing traffic in our community this area is becoming more and more dangerous. Your support of this project will be appreciated.

Thank you.

Sincerely,



Richard C. Traynham
District Superintendent

RCT:ca

cc: Al Moisenco
Kathryn Gardner-Michaud

Meets First and Third
Wednesdays of Each Month
6:00 p.m.
Maya School

Telephone
99 962-5765

Copy

Groveland
Community
Services
District

G.C.S.D. Services — 209/962-7161

Fire Department — 209/962-7891

water • fire protection • ambulance • park & recreation • wastewater collection & treatment

October 14, 1991

18966 Ferretti Road P.O. Box 350 Groveland, CA 95321-0350

Board of Supervisors
Tuolumne County
2 South Green Street
Sonora, Ca. 95370

Attn: Norm Tergeson

Re: Pedestrian & Bicycle Path - Groveland

Dear Mr. Tergeson:

We have enclosed (5) copies of GCSD Resolution No. 6-91, A Resolution of the Groveland Community Services District Board of Directors requesting that the Tuolumne County Board of Supervisors seek Local Transportation Commission Funding for Study, Design and Construction of a Pedestrian and Bicycle Path Project along Ferretti Road near Groveland.

My Board and Al Moisenco in particular desire that you pass along copies of the resolution as you deem appropriate.

Sincerely,



Bayard C. Beaudreau
General Manager

BCB:cac

cc: Directors

Enclosure

Copy

RESOLUTION NO. 6-91

DATE 10-9-91
IN THE OFFICE OF
GROVELAND COMMUNITY
SERVICES DISTRICT
By Carol A. Carlson
SECRETARY

A RESOLUTION OF THE GROVELAND COMMUNITY SERVICES DISTRICT BOARD OF DIRECTORS REQUESTING THAT THE TUOLUMNE COUNTY BOARD OF SUPERVISORS SEEK LOCAL TRANSPORTATION COMMISSION FUNDING FOR STUDY, DESIGN AND CONSTRUCTION OF A PEDESTRIAN AND BICYCLE PATH PROJECT ALONG FERRETTI ROAD NEAR GROVELAND

WHEREAS, there exists a very dangerous situation for pedestrian and bicycle traffic along Ferretti Road between Pine Mountain Lake Drive and State Highway Route 120 in Groveland, and

WHEREAS, motor vehicle traffic is heavy in that area now and is ever increasing, and

WHEREAS, the Non-Motorized Element of the Tuolumne County Regional Transportation Plan designates this project as number three in priority, and

WHEREAS, the Tuolumne County Local Transportation Commission has monies available for this project,

NOW THEREFORE BE IT RESOLVED by the Groveland Community Services District Board of Directors, as follows:

GCSD respectfully requests that the Board of Supervisors of Tuolumne County formally request that the Tuolumne County Local Transportation Commission release funds to the Tuolumne County Transportation Department sufficient to study, design and construct this much needed pedestrian and bicycle pathway.

PASSED AND ADOPTED: OCTOBER 8, 1991, by the following vote:

AYES: DIRECTORS: Gill, Houser, Kjos, Macy, Moisenco

NOES: DIRECTORS: None

ABSENT: DIRECTORS: None

David K. Gill
DAVID K. GILL, President

ATTEST:

Carol A. Carlson
CAROL A. CARLSON, Secretary

Copy

Tuolumne County
Regional
Transportation
Plan

Aviation Element

Adopted by the
Tuolumne County and Cities Area Planning Council
November 1992

Tuolumne County

Regional

Transportation

Plan

Aviation Element

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November 1992



PLANNING DEPARTMENT

JAMES E. NUZUM

DIRECTOR OF PLANNING

A. N. Francisco Building
48 West Yaney Street

MAILING:
2 South Green Street
Sonora, CA 95370
Phone (209) 533-5611

APPLICANT: Tuolumne County

PROJECT AND LOCATION

PROJECT DESCRIPTION: Adoption of a revision to the Aviation Element of the Regional Transportation Plan (RTP).

LOCATION: Countywide.

ENVIRONMENTAL EVALUATION

The proposed project is Categorical Exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301, Class 1, of CEQA which states that maintenance, repair, operation or minor alteration of existing public structures, facilities, mechanical equipment or topographical features, involving negligible or no expansion of use beyond that previously existing is exempt from CEQA.

The proposed addendum provides for the maintenance of existing facilities. Specifically, "new" projects include resurfacing existing runways and roadway areas. No new structures are proposed.

Additionally, in 1975, Tuolumne County adopted a Regional Transportation Plan for the first time. An environmental impact report was prepared for that original plan. An addendum to the 1975 E.I.R. was prepared and adopted in 1984. These documents were used in 1976, 1977, 1978, 1980, 1982, 1984 and 1986 to address environmental concerns for revisions to the Regional Transportation Plan and include general mitigation measures that are anticipated for projects proposed in the RTP and its subsequent updates. These documents, hereby incorporated by reference, are available for review at the Tuolumne County Planning Department located at 48 W. Yaney, Francisco Building, Fourth Floor, during regular business hours.

Because no new projects are proposed in the addendum, no new mitigation measures or revisions to the previously prepared E.I.R. and addendum are required.

RECOMMENDATION

1. County Staff recommends approval of the amended Aviation Element of the Regional Transportation Plan based upon the following findings:
 - a. The proposed element will assist in improving the County's circulation by maintaining alternative, aviation, transportation facilities.
 - b. The project is exempt from additional review pursuant to Section 15301, Class 1, of CEQA.



TUOLUMNE COUNTY AIRPORTS

MARK BAUTISTA
AIRPORTS DIRECTOR

Columbia and Pine Mountain Lake

Tuolumne County Airports
10723 Airport Road
Columbia, California 95310
Phone (209) 533-5685

November 16, 1992

MEMORANDUM

TO: Kim Kloeb

FROM: Mark Bautista 

SUBJECT: Amendment to the Aviation Element of the Regional
Transportation Plan (RTP)

Enclosed, please find the Ten-Year Capital Improvement Plan (CIP) for Columbia and Pine Mountain Lake (PML) Airports, constituting Amendment No. 1 to the Aviation Element. As you know, this is being submitted for two reasons:

- the timing of the development of the update to the Aviation Element was such that, without a Master Plan for the Airports, the CIP portion of the Element was downscoped to include only those projects for which an application had been submitted to the Federal Aviation Administration (FAA) or the Division of Aeronautics of CALTRANS. It was assumed that this type of detail would be provided subsequent to adoption.
- recent correspondence from the Division of Aeronautics dated October 7 and 9, 1992 from Dick Mesa to myself and to Mr. Craig Pedro, requesting action to be taken by the RTPA by November 30, 1992 (see enclosures).

Please note that Projects #1 through #8 for Columbia Airport have been funded by the County and the FAA, and Project #1 for PML have been funded by the County and the California Transportation and the Division of Aeronautics. Hopefully, the pavement projects at both airports will be under construction in Spring, 1993. All project costs have been estimated in 1992 dollars, but such costs do not include engineering, nor related items such as paint striping, etc., often necessary for pavement projects. The last column, the estimated project costs for the construction year, do include engineering and other costs. If we must assign a prioritization to the projects, then my preference would be to assign all those projects which have been funded as Priority #1, all 1997 projects as Priority #2, and all 2002 projects as Priority #3.

If you have any questions, please do not hesitate to contact me at ex. 5685. Thank you.

cc: File

Enclosures

TEN-YEAR CAPITAL IMPROVEMENT PLAN

DESIGNATED AIRPORT:
COLUMBIA

<u>DESCRIPTION</u>	<u>DATE OF SUBMISSION</u>	<u>REQUIRED PROJECT START YEAR</u>	<u>ESTIMATED PROJECT COST (NO ENGR.) 1992</u>	<u>ESTIMATED PROJECT COST CONSTRUCTION YEAR</u>
1. Overlay RW 17/35	23-Jan-91	1992	\$355,000.00	\$355,000.00
2. Overlay Parallel TW	23-Jan-91	1992	232,500.00	232,500.00
3. Seal Apron	23-Jan-91	1992	102,500.00	102,500.00
4. Security Lights Apron	23-Jan-91	1992	15,500.00	15,500.00
5. Security Fencing	23-Jan-91	1992	6,500.00	6,500.00
6. Construct Hangar TL	23-Jan-91	1992	52,000.00	52,000.00
7. Construct Runup Apron	23-Jan-91	1992	33,000.00	33,000.00
8. Helicopter Aim. Pt/Pad	23-Jan-91	1992	103,000.00	103,000.00
9. Seal RW 17/35		1997	86,563.00	125,517.00
10. Seal Parallel TW		1997	66,738.00	96,771.00
11. Overlay and Seal Aprons		1997	443,569.00	643,176.00
12. Security Fence		1997	125,000.00	150,000.00
13. Seal Taxilanes		1997	11,667.00	16,918.00
14. Seal Runup Apron		1997	3,125.00	4,532.00
15. Seal Helicopter Pad		1997	4,375.00	6,344.00
16. Regrade/Seed RW 11/29		1997		
17. Seal RW 17/35		2002	125,517.00	182,000.00
18. Seal Parallel TW		2002	96,771.00	140,318.00
19. Overlay and Seal Aprons		2002	643,176.00	933,605.00
20. Seal Taxilanes		2002	16,918.00	24,532.00
21. Seal Runup Apron		2002	4,532.00	6,572.00
23. Seal Helicopter Pad		2002	6,344.00	9,199.00

TEN-YEAR CAPITAL IMPROVEMENT PLAN

DESIGNATED AIRPORT:
PINE MOUNTAIN LAKE (PML)

<u>DESCRIPTION</u>	<u>DATE OF SUBMISSION</u>	<u>REQUIRED PROJECT START YEAR</u>	<u>ESTIMATED PROJECT COST 1992</u>	<u>ESTIMATED PROJECT COST CONSTRUCTION YEAR</u>
1. Seal RW 09/27; Seal TW; Seal Apron		1993	\$ 136,000.00	\$ 136,000.00
2 Overlay RW 09/27		1997	149,240.00	216,398.00
3. Overlay Parallel TW		1997	59,696.00	86,560.00
4. Overlay Parking Ramp		1997	177,407.00	257,241.00
5. Seal Parking Ramp		1997	22,153.00	32,122.00
6. Seal RW 09/27		2002	50,556.00	106,296.00
7. Seal Parallel TW		2002	30,000.00	63,075.00
8. Seal Parking Ramp		2002	60,098.00	126,356.00
9. Overlay Parking Ramp		2002	65,395.00	137,494.00

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS

1130 K STREET - 4th FLOOR

MAIL: P. O. BOX 942873

SACRAMENTO, CA 94273-0001

(916) 322-3090

TDD (916) 654-4014



October 9, 1992

OCT 16 1992

TUOLUMNE COUNTY
AIRPORTS

Columbia Airport
Mr. Mark Bautista
Airports Director
10723 Airport Road
Columbia, CA 95310

Dear Mr. Bautista:

Ten-Year Capital Improvement Plan

Enclosed are listings of capital improvement projects for your airport(s) which will be used in the development of the statewide Capital Improvement Plan (CIP). By letter of March 6, 1992, airport operators were requested to review projects compiled from the Caltrans Division of Aeronautics database, as well as the projects identified in the Federal Aviation Administration (FAA) Western Regional Airports Plan (WRAP). These listings were to be reviewed for accuracy and additional projects needed in the next 10 years were to be added.

The project listings for your airport(s) have been sent to your Regional Transportation Planning Agency (RTPA) for ranking based on a regional perspective (letter enclosed). The RTPAs have been requested to coordinate with airports in their respective areas of jurisdiction in ranking projects from a local and regional viewpoint. The priorities should be consistent with adopted master or layout plans and current adopted Regional Transportation Plan (RTP). You are encouraged to contact the RTPA and assist in the development of the regional CIP. You may also submit additional projects at this time.

The ranking lists are to be returned to the Division of Aeronautics (DOA) by November 30, 1992. This should allow sufficient time for the coordinated regional rankings to be accomplished and necessary approvals obtained from the appropriate local agencies. The Division will assist you throughout the process whenever possible. If there are any questions or you need assistance, please contact Chris Ryan, your DOA Aviation Consultant, (916-322-9960) or Jeff Cornette (916-323-2812).

Sincerely,

DAVID DICK MESA, Chief

Office of Technical Services

Enclosures

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS

1130 K STREET - 4th FLOOR

MAIL: P. O. BOX 942873

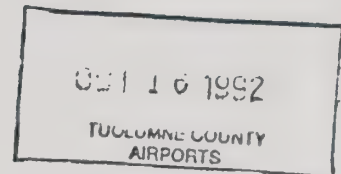
SACRAMENTO, CA 94273-0001

(916) 322-3090

TDD (916) 654-4014



October 9, 1992



Pine Mountain Lake Airport
Mr. Mark Bautista
Airports Director
10723 Airport Road
Columbia, CA 95310

Dear Mr. Bautista:

Ten-Year Capital Improvement Plan

Enclosed are listings of capital improvement projects for your airport(s) which will be used in the development of the statewide Capital Improvement Plan (CIP). By letter of March 6, 1992, airport operators were requested to review projects compiled from the Caltrans Division of Aeronautics database, as well as the projects identified in the Federal Aviation Administration (FAA) Western Regional Airports Plan (WRAP). These listings were to be reviewed for accuracy and additional projects needed in the next 10 years were to be added.

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Sincerely,

for DICK MESA, Chief
Office of Technical Services

Enclosures

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS

1130 K STREET - 4th FLOOR

MAIL: P. O. BOX 942873

SACRAMENTO, CA 94273-0001

(916) 322-3090

TDD (916) 654-4014



October 7, 1992

OCT 16 1992

TUOLUMNE COUNTY
AIRPORTS

Mr. Craig Pedro
Tuolumne County/Cities Area
Planning Council
2 South Green Street
Sonora, CA 95370

Dear Mr. Pedro:

Ten-Year Capital Improvement Plan

Enclosed for your information is a status report on the development of the State Capital Improvement Plan (CIP). Senate Bill 707 (SB 707) established State statutes (PUC 21702) which require preparation of a 10-year CIP, by each transportation planning agency, based on airport master plans, to be submitted to the Division of Aeronautics (DOA) for inclusion in the California Aviation System Plan (CASP). The status report provides an overview of the CIP process, outlines the progress of its development, and presents implementation procedures under consideration.

We are now at the point in the process where the Regional Transportation Planning Agencies (RTPAs) are being provided the opportunity to review submitted project data for airports in their jurisdiction and rank the projects based on a regional perspective. The consulting firm of Systems Control Technology, Inc., (SCT), under contract with DOA, has completed a statewide survey of airports to determine projects planned within the next 10 years. Listings of projects submitted by each airport within the jurisdiction of your agency are included for your use in preparation of a regional CIP.

There may be some airports within your area that did not, for whatever reason, respond to the survey. Or, there may be some new additional projects that you or the airports may wish to include. This is the time to include those projects. SB 707 requires that every project submitted for funding from the Aeronautics Account be included in the CIP, as part of the CASP. As such, it is necessary that the project listings are complete and accurate. The DOA will assist both planning agencies and airports throughout this process whenever possible.

CIP PROJECT SURVEY RESULTS

(AFT FORM 3)

NOTE: INCLUSION ON THIS LIST DOES NOT IMPLY PROGRAMMED FUNDING APPROVAL BY EITHER THE FAA OR CALTRANS DOA

DESIGNATED AIRPORT:

Columbia

PROJECT STATUS KEY:

0 = Unchanged Entry

1 = Original Entry (see 2 below)

2 = Revised Entry

3 = New Entry

4 = Duplicate Entry

5 = Delete—unwanted or not needed

6 = Completed Project

Blank = No Response Received

ARPT PROJ. NO.	INFORMATION SOURCE	PROJECT STATUS KEY	PROJECT DESCRIPTION	DATE OF SUBMISSION	REQUESTED PROJECT START YEAR (CA FY)	ESTIMATED PROJECT COST \$	RTPA RANKING POINTS
1	DOA 91 UPDATE		OVERLAY RW			50,000	
2	DOA 91 UPDATE		OVERLAY, RECONST & REPAIR TW			188,000	
3	DOA 91 UPDATE		OVERLAY, RECONST, & REPAIR PKING RAMP			187,000	
4	DOA CIP FILE		SECURITY FENCING	23-Jan-91	1991	37,500	
5	DOA CIP FILE		OVERLAY RW 17/35	23-Jan-91	1991	355,000	
6	DOA CIP FILE		CONSTRUCT HANGAR TAXILANE - 6	23-Jan-91	1991	52,000	
7	DOA CIP FILE		RECONSTRUCT HANGAR TAXILANE	23-Jan-91	1991	36,000	
8	DOA CIP FILE		UPDATE AIRPORT MASTER PLAN (AIRPORT NOT IN COMPLIANCE)	01-Jan-90	1991	138,529	
9	DOA CIP FILE		SEAL APRON	23-Jan-91	1991	102,500	
10	DOA CIP FILE		CONSTRUCT RUNUP APRON	23-Jan-91	1991	66,000	
11	DOA CIP FILE		SECURITY LIGHTS APRON	23-Jan-91	1991	15,500	
12	DOA CIP FILE		OVERLAY PARALLEL TW.	23-Jan-91	1991	232,500	
13	DOA CIP FILE		HELIPAD CONSTRUCTION	23-Jan-91	1991	103,000	
14	DOA CIP FILE		OVERLAY, RECONSTRUCT AND REPAIR TW	31-Dec-89	1995	209,264	
15	DOA CIP FILE		OVERLAY, RECONSTRUCT, AND REPAIR PARKING RAMP	31-Dec-89	1995	241,733	
16	DOA CIP FILE		OVERLAY RW	31-Dec-89	1995	100,982	
17	FAA WRAP		Clear Zones.	1988	1989		
18	FAA WRAP		Enlarge Apron	1988	1991		
19	FAA WRAP		Pavement Maintenance Program	1988	1992		
20	FAA WRAP		Overlay & reconst Runway 17/35 & para T/W sys	1988	1988		
21	FAA WRAP		Obstruction removal	1988	1990		

(LAPFORMS)

DESIGNATED AIRPORT:

Pine Mountain Lake

PROJECT STATUS KEY:

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10-1-92

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